The China Mail.

Established February, 1845.

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AGENTS FOR THE *CHINA MAIL*.

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street*, E.C. GEORGE STREET & Co., 30, *Cornhill*. GORDON & GOTCH, *Ludgate Circus*, E.C. BATES HENDY & Co., 37, *Walbrook*, E.C. SAMUEL DEACON & Co., 160 & 154, *Leadenhall Street*. W. M. WILLS, 151, *Cannon Street*, E.C.

PARIS AND EUROPE:—AMEDEI PRINCE & Co, 36, *Rue Lafayette, Paris*.

NEW YORK:—ANDREW WIND, 21, *Park Row*.

SAN FRANCISCO and American Ports generally:—BEAN & BLAGE, *San Francisco*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney*.

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo*.

SINGAPORE, STRAITS, &c.:—SAYLE & Co., *Square, Singapore*. C. HEINZEN & Co., *Manila*.

CHINA:—*Macao*, F. A. DE CRUZ. *Swatow*, QUELCH & Co. *Amoy*, N. MOALLE. *Foochow*, HEDGE & Co. *Shanghai*, LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL,.....$7,500,000
RESERVE FUND,.....$3,000,000
RESERVE LIABILITY OF PROPRIETORS,..... $7,500,000

COURT OF DIRECTORS.

Chairman—HON. JOHN BELL IRVING.
Deputy Chairman—W. H. FORBES, Esq.

C. D. BOTTOMLEY, Esq.
W. G. BRODIE, Esq.
H. L. DALRYMPLE, Esq.
B. LAYTON, Esq.
Hon. A. P. MCEWEN.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
L. POESNECKER, Esq.
N. A. SIEBS, Esq.
E. A. SOLOMON, Esq.

CHIEF MANAGER.
Hongkong,.....THOMAS JACKSON, Esq.

MANAGER.
Shanghai,.....EWEN CAMERON, Esq.

LONDON BANKERS.—*London and County Bank.*

HONGKONG.
INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, April 25, 1888. 363

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings' Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked *On Hongkong Savings' Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, September 1, 1888. 754

Intimations.

Mr. H. F. Hayllar,
ARCHITECT AND CIVIL ENGINEER.
No. 9, QUEEN'S ROAD,
near Ice House Street.

Hongkong, July 2, 1888. 1093

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY in great variety.
DIAMONDS —AND— DIAMOND JEWELLERY,
A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

Intimations.

MEMORY.—Loisette's System is easy and interesting, and improves the natural memory. Praised by Mr. R. A. Proctor (Astronomer), many professional men, pupils who have PASSED EXAMINATIONS, who have rapidly learned Arabic and other difficult languages, &c. Lessons by post. Prospectus (English, Français, or Deutsch) post free, from Prof. Loisette, 37, New Oxford Street, London, ENGLAND. 1237

A RAMBLE THROUGH SOUTHERN FORMOSA.—By Mr. G. TAYLOR.

This Article, which has been reprinted from the *China Review*, contains one of the best Sketches of Formosan Life yet written.

A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, $1—at Messrs. LANE, CRAWFORD & Co.'s, and Messrs. KELLY & WALSH, LIMITED, Hongkong; also, Mr. N. MOALLE, Amoy.

Hongkong, March 3, 1888. 363

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, August 25, 1885. 1458

MOORE'S GOGO SHAMPOO WASH.

THIS WASH HAS PROVED ITSELF TO BE THE BEST PREPARATION EVER PRESENTED TO THE PUBLIC.

THE Bases of this compound is made of Gogo Root. The natives of the Philippine Islands never use anything else for washing their hair; you never see them bald, and it is quite common to see the females with hair from 5 to 6 feet long. By using this **SHAMPOO WASH** as directed, you will never be bald. The Proprietor offers the Wash to the public, being entirely confident that by its restorative properties it will surely arrest decaying hair, completely eradicate scurf, dandruff, and cure all diseases of the scalp; it does not contain any poisonous drugs, but, by its cooling properties allays the itching and fever of the scalp.

Mr. MOORE has succeeded in being able to put this Wash up in bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate.

CAMPBELL, MOORE & Co., LTD.,
Under Hongkong Hotel.

Hongkong, May 17, 1888. 810

THE HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

THE Public are respectfully informed that the PEAK TRAMWAY was OPENED for PUBLIC TRAFFIC on WEDNESDAY, 30th May.

The CARS RUN as follows between ST. JOHN'S PLACE and VICTORIA GAP:—

8 to 10 a.m. every quarter of an hour.
12 " 2 p.m. " half hour.
4 " 8 " " quarter of an hour.

SUNDAYS.

½ past 12 to ½ past one every quarter of an hour, and from 4 to 8 p.m. every quarter of an hour.

Single Tickets may be obtained in the Cars.

GENTLEMEN are requested NOT TO SMOKE in the Middle Compartment.

Tickets for 30 trips up and 30 trips down, First-class, at $12.00; and Tickets for six trips up and six trips down, at $2.50; Five-Cent Coupons and REDUCED TICKETS may be obtained at the Office of the GENERAL MANAGERS.

Peak Subscribers and others wishing to attend the entertainments of the AMERICAN MUSICAL COMEDY AND OPERA COMPANY at the City Hall, are hereby notified that providing there are applications for not less than 15 First-class Fares for MONDAYS, THURSDAYS and SATURDAYS, Special Cars will be run at 8.45 and returning at 12 p.m.

MACEWEN, FRICKEL & Co.,
General Managers.

VICTORIA EXCHANGE,
50 & 52, Queen's Road,
Hongkong, 19th July, 1888. 1207

Peninsular & Oriental Steam Navigation Company.

NEW AND ACCELERATED DIRECT SERVICE TO LONDON *VIA* MARSEILLES FROM **JAPAN AND CHINA.**

ON the 19th May, at Noon, and FORTNIGHTLY thereafter, until further Notice, the Company will maintain a **DIRECT SERVICE** between HONGKONG and LONDON, *VIA* MARSEILLES.

This improved service will **abolish all Transhipments**, and it is intended that it shall maintain a high reputation for quick transit, careful delivery of cargo, and for passenger accommodation and cuisine.

The attention of passengers is specially called to the greatly improved **Second-saloon** accommodation and attendance.

E. L. WOODIN,
Superintendent.

Hongkong, May 8, 1888. 754

Business Notices.

LANE CRAWFORD & Co.

HAVE JUST RECEIVED NEW CONSIGNMENTS OF

PIANOS

from Europe, and are offering them at VERY MODERATE PRICES.

PIANOS from BROADWOOD & SONS, COLLARD & COLLARD, BECHSTEIN, CHAPPELL & Co., and HAAKE.

NEW MUSIC is received regularly.

THEY HAVE ALWAYS ON HAND A FULL STOCK OF

STORES

from CROSSE & BLACKWELL, and other Best Suppliers—these are received monthly and are always guaranteed fresh.

New Season's ISIGNY BUTTER just arrived. L. C. & Co. would also draw attention to their STOCKS of CROCKERY and GLASSWARE, IRONMONGERY and HOUSE FITTINGS, KEROSENE LAMPS in large variety, NONPAREIL OIL 150° test, KITCHEN UTENSILS, STOVES and RANGES.

Gentlemen's Outfitting:—HATS, BOOTS, TENNIS SHOES, UMBRELLAS, RAIN COATS, &c., &c.

BEDSTEADS, COTS, PERAMBULATORS, CURTAINS, CARPETS, and TAPESTRIES.

SHIPCHANDLERY STORES of every description.

Special Agents for INTERNATIONAL ANTIFOULING COMPOSITION.

WINES AND SPIRITS.

CHAMPAGNE:—AYALA & Co.
SHERRIES:—SACCONE'S, and other BRANDS.
CLARETS in variety: Breakfast to after-Dinner.
PORTS of various BRANDS.
BRANDY:—EXSHAW'S, HENNESSY'S, COURVOISIER'S, and 1848.
WHISKY:—CARLTON 11 years old, NAPIER JOHNSTONE'S well-known and justly CELEBRATED BRAND in square bottles, TEACHER'S HIGHLAND CREAM, DUNVILLE'S IRISH, STONEWALL BRAND OF AMERICAN.
GIN:—OLD TOM and GENEVA, RUM, LIQUEURS, and BITTERS.
ALE & STOUT:—BULL DOG BRAND.
AMERICAN & GERMAN BEERS.
WHITBREAD'S DRAUGHT STOUT & BASS' DRAUGHT ALE.
And, a Large Assortment of FANCY GOODS.

Hongkong, July 26, 1888. 1214

STAG HOTEL,
QUEEN'S ROAD CENTRAL, HONGKONG.
J. COOK, Proprietor.

THE HOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM THE PRINCIPAL LANDING PLACES.

GOOD ACCOMMODATION FOR VISITORS.
CHARGES MODERATE.
TIFFIN at 1 o'Clock. DINNER at 7.30.

WELL VENTILATED BILLIARD ROOM.
TIFFIN 50 CENTS. DINNER 75 CENTS.
WINES, SPIRITS AND MALT LIQUORS OF THE VERY BEST QUALITY ONLY.

Hongkong, April 1, 1887. 607

Victoria Hotel,
Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now ONE of the principal HOTELS in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.

The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SMOKING ROOMS.

The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORABJEE & HING KEE,
Proprietors.

Hongkong, September 16, 1885. 1612

W. POWELL & Co.
GENTLEMEN'S OUTFITTING DEPARTMENT.
JUST RECEIVED

NEW BOOTS AND SHOES.
New TENNIS SHOES.
BOATING SHOES.
PATENT LEATHER and DRESS SHOES.
CANVAS and RUBBER SHOES.
GOLOSHES and LEGGINGS.
RAIN COATS and UMBRELLAS.
White & Colour POCKET HANDKERCHIEFS.
SILK, COTTON and LISLE THREAD SOCKS.
Gauze & Summer MERINO VESTS & PANTS.
Natural Summer WOOL VESTS & PANTS.
BATHING SUITS and DRAWERS.
DRESS and MILITARY SHIRTS.
CREPE FLANNEL SHIRTS.
Black and Colour FELT HATS.
New Shapes in COLLARS and TIES.

W. POWELL & Co.

VICTORIA EXCHANGE, July 10, 1888. 1144

J. MARINBURK,
COLLEGE CHAMBERS,

BEGS to inform the Public that he has made GREAT REDUCTIONS IN PRICES
OF FURNITURE AND UPHOLSTERING
IN LATEST DESIGNS.

All the Work is made under My Supervision and I use the best Coverings, Plushes and Materials. Guarantee all the Work of best Workmanship.

Hongkong, May 22, 1888. 832

NEW GOODS.

TALL SILK HATS.
" DRAB FELT HATS.
BLACK, BROWN, DRAB and GREY HARD FELT HATS.
TERAI and other SOFT FELTS.
TWEED HATS and CAPS in new shapes.
STRAW and PITH HATS.
SILK UMBRELLAS, from $5, over 100 to choose from.
WALKING STICKS, a very large assortment.
WATERPROOF COATS, LEGGINGS and CHAIR APRONS.
TRAVELLING RUGS & SCOTCH MANTS.
OVER COATINGS, light and heavy.
OVER COATINGS, Ulster Tweeds.
Fine Black DIAGONAL and CORKSCREW for Dress Suits.
Black, Blue & Brown Fancy and Check DIAGONAL COATINGS.
Fancy and Check TWEED SUITINGS.
TROUSERINGS, in a great variety of Stripes, Checks, &c.
CRICKETING FLANNELS, in Checks, Stripes & Plain.
French Printed SHIRTINGS.
Unshrinkable FLANNEL SHIRTINGS.
Winter, Medium and Summer UNDER VESTS and PANTS.
READY-MADE ULSTERS IN STOCK.
Solid LEATHER PORTMANTEAUS.
OVERLAND TRUNKS, GLADSTONE BAGS, and a variety of TRAVELLING CASES, all sizes.
SILK ½-HOSE, Black, Navy and Colours.
Lamb's Wool, Merino and Lisle Thread ½-HOSE.
White DRESS SHIRTS.
Lacing & E. S. BOOTS and SHOES.
SHOOTING BOOTS, RUBBER BOOTS.
Patent Leather BOOTS and SHOES.
DANCING PUMPS, all sizes.
Large Stock of SCARFS, TIES, HANDKERCHIEFS, BRACES.

ROBT. LANG & Co.

Hongkong, February 21, 1888 285

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all VESSELS DISCHARGING BOMBAY COTTON and COTTON YARN at the KOWLOON WHARVES will have FREE STORAGE for 14 days from arrival, after which a Rent of 3 CENTS per bale per month will be Charged.

ISAAC HUGHES,
Secretary.

Hongkong, November 7, 1887. 2148

NOW READY.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES.
Reprinted from 'The China Mail.'
WITH AN APPENDIX.

THIS PAMPHLET is Now Ready, and may be had at the OFFICE OF THIS PAPER, Messrs. LANE, CRAWFORD & Co.'s, Messrs. KELLY & WALSH'S, And Mr. W. BREWER'S.

Price, ... 50 Cents.

Intimations.

HONGKONG ICE COMPANY, LIMITED.

IN accordance with the Provisions of No. 104 of the Articles of Association, the General Managers have This Day declared an INTERIM DIVIDEND, for the Half-year ended 30th ultimo of 7 PER CENT. or $1.75 per Share.

DIVIDEND WARRANTS, payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, will be issued to Shareholders on the Register on 1st Proximo.

The Transfer BOOKS of the Company will be CLOSED from the 23rd Instant to the 1st Proximo, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, July 18, 1888. 1206

DOG LOST.

A Small WIRE-HAIRED TERRIER. Black body, grey muzzle and paws. Answers to the name of 'DONALD.' The Finder will be REWARDED if necessary.

HOLLIDAY WISE & Co.,
or
J. F. HOLLIDAY,
The Peak.

Hongkong, July 21, 1888. 1221

A LADY just arrived from England who teaches good English, Music, Drawing, French and German desires a situation. Highest references. Good Salary.

Address, 'A. B. C.,'
Care of *China Mail* OFFICE.

Hongkong, July 16, 1888. 1189

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Forty-fourth Ordinary Half Yearly MEETING of SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 7, Queen's Road Central, on FRIDAY, the 3rd August, at 12 o'Clock (noon), for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The Transfer BOOKS of the Company will be CLOSED from 21st Instant to 3rd August, inclusive.

By Order of the Board of Directors,

T. ARNOLD,
Secretary.

Hongkong, July 14, 1888. 1174

CANTON INSURANCE OFFICE, LIMITED.

NOTICE.

NOTICE is hereby given that SCRIP CERTIFICATE No. 1567, issued on 4th December, 1877, for TEN SHARES Nos. 6356/6360, and 6470/6474 in the above Office, standing in the Name of Mr. DANIEL DA ROZA of Foochow, has been LOST, and should the same not be produced before the 7th August next, a NEW SCRIP CERTIFICATE will be ISSUED to the said Mr. DANIEL DA ROZA, and no transaction taking place under the said Scrip Certificate No. 1567, will be recognised by the Office.

JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED.

Hongkong, July 23, 1888. 1229

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 1374, dated 30th June, 1885, of the Shares Nos. 4516/4525 in this Company, standing in the Name of Mr. GEORGE LEWIS of Shanghai, has been LOST, and if at the expiration of One month from the date hereof the above document be not forthcoming another CERTIFICATE will be ISSUED by the Company and thereafter no other will be acknowledged.

Dated 21st July, 1888.

JAS. B. COUGHTRIE,
Secretary.

1222

BACK VOLUMES OF THE **'CHINA REVIEW'** may be had by applying at *THIS OFFICE.*

Notice of Firm.

NOTICE.

I HAVE This Day ESTABLISHED MYSELF in this Colony as a CIVIL ENGINEER, ARCHITECT and SURVEYOR.

A. DENISON,
A.M. Inst., C.E.,
61, Queen's Road Central.

Hongkong, July 2, 1888. 1092

Notices to Consignees.

NOTICE TO CONSIGNEES.

S.S. *DUKE OF WESTMINSTER*, FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the KOWLOON WHARF & GODOWN CO. at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th Inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th Instant, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,
Agents.

Hongkong, July 24, 1888. 1238

Notices to Consignees.

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM SOURABAYA, SAMARANG, PADANG, BATAVIA, SINGAPORE AND SAIGON.

THE Company's S.S. *Borneo*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LD., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 28th Instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are also requested to present all Claims for damages and/or shortages not later than two weeks after arrival of the Steamer, otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, July 21, 1888. 1217

GLEN LINE OF STEAM PACKETS.

FROM LONDON, PENANG AND SINGAPORE.

THE S.S. *Glenavon*, having arrived from the above Ports, Consignees of Cargo by her and by the S.S. *France* from NEW YORK are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LD., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-DAY, the 23rd Instant.

Cargo remaining undelivered after the 30th Instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are also requested to present all Claims for damages and/or shortages not later than two weeks after arrival of the Steamer, otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, July 23, 1888. 2271

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

The Co.'s Steamship *Thales*, Captain HUNTER, will be despatched for the above Ports on FRIDAY, the 27th Instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, July 24, 1888. 1236

FOR SHANGHAI.

The Steamship *Amoy*, Captain R. KÖHLER, will be despatched for the above Port on FRIDAY, the 27th Inst., at 4 p.m.

For Freight or Passage, apply to
SIEMSSEN & Co.

Hongkong, July 25, 1888. 1241

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, NEWCHWANG, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Fooksang*, Capt. BRADLEY, will be despatched as above on SATURDAY, the 28th Instant, at 4 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, July 25, 1888. 1239

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Anchises*, Captain LAPAGE, will be despatched as above on SATURDAY, the 28th Instant, at 4 p.m.

Passengers for EUROPE desiring to proceed OVERLAND, can on application to the Undersigned, have their Tickets endorsed for surrender at Algiers in exchange for Coupon Tickets to MARSEILLES (by Transatlantic Company's express boats), and thence to PARIS or LONDON. Algiers is 28 hours steam from Marseilles, and thence to London occupies about the same time.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 23, 1888. 1225

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Glaucus*, Captain HANNAH, will be despatched as above on MONDAY, the 30th Instant.

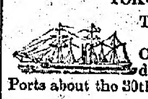
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 23, 1888. 1230

Shipping.

Steamers.

FOR NAGASAKI, KOBE AND YOKOHAMA.



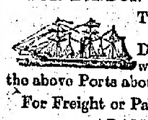
The Steamship *Moray*, Captain DUNCAN, will be despatched for the above Ports about the 30th Instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, July 20, 1888. 1213

SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG.



The Steamship *Merionethshire*, DOWLING, Commander, will be despatched for the above Ports about the 30th Instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, July 10, 1888. 1151

STEAM TO YOKOHAMA, *VIA* NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)

The P. & O. S. N. Co.'s Steamship *Bokhara* will leave for the above places on TUESDAY, 31st Inst., at Daylight.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, July 17, 1888. 1195

STEAM TO BOMBAY *VIA* STRAITS.

The P. & O. S. N. Co.'s Steamship *Thibet* will leave for the above places on TUESDAY, 31st July, at Noon.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, July 25, 1888. 1242

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND TIENTSIN, *VIA* SWATOW.

The Co.'s Steamship *Kwongsang*, Captain SELLAR, will be despatched as above on TUESDAY, the 31st[illegible]

For Freight or Pas[illegible]
JARDINE, M[illegible]
Gene[illegible]

Hongkong, July 25[illegible]

OCEAN STEAMS[illegible]

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Telemachus*, Captain JONES, will be despatched as above on WEDNESDAY, the 1st August.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 24, 1888. 1235

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY AND MELBOURNE.

The Co.'s Steamship *Changsha*, WILLIAMS, Commander, will be despatched as above on THURSDAY, the 2nd August, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines. Second Class Passengers are berthed in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 23, 1888. 1231

FOR SINGAPORE, HAVRE AND HAMBURG, *VIA* SUEZ CANAL.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL *and* BREMEN.)

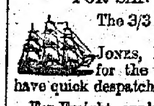
The Steamship *Daphne*, Captain J. VOSS, will be despatched for the above Ports on MONDAY, the 6th August, at 10 a.m.

For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.

Hongkong, July 25, 1888. 1243

Sailing Vessels.

FOR SAN FRANCISCO.

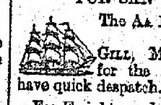


The 3/3 A.1.I. Amer. Barque *Electra*, JONES, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, July 2, 1888. 1096

FOR SAN FRANCISCO.



The Aa 1 British Barque *E. J. Spence*, GILL, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, July 2, 1888. 1095

Intimations.

IMPAIRED VISION.

LAWRENCE & MAYO'S PERFECT PEBBLES

Are clear, cool, & preserving to the Sight.

MR. LAWRENCE is now in HONGKONG and may be CONSULTED at the HONGKONG HOTEL (Room No. 20), daily from 8 a.m. to 6 p.m.

CONSULTATIONS FREE.

SPECTACLES *Vs.* BLINDNESS.

VISION is justly described as the most important of our senses, and its loss is regarded as one of the greatest afflictions to which mankind is subject.

It is, therefore, of paramount importance that we should carefully use our sight whilst perfect, and that when, unfortunately, the help of Spectacles is felt to be necessary, the utmost care should be taken in the selection of them.

The late eminent Oculist, Dr. Soelberg Wells, testified that he had no hesitation in stating that the haphazard plan of selecting Spectacles—employed by some Opticians—was frequently attended by serious consequences; that eyes were often permanently injured, which might, by skilful adaptation of glasses, have been preserved for years.

S. R. GROOM, Esq., F.R.G.S., Barrister-at-Law, Singapore, Writes:—

I have used Glasses for twenty years, and have no hesitation in saying that, those supplied me by you are the best I have ever worn. I wear them with much satisfaction and comfort, and find the frames are especially convenient.

To Messrs. LAWRENCE & MAYO, Hotel D'Europe, Singapore.

LAWRENCE & MAYO, OPHTHALMIC OPTICIANS, (Opticians to the Principal Ophthalmic Surgeons in England and India) *Offices:*—Old Bond Street, LONDON. 3 & 4, Hare Street, CALCUTTA. 22, Rampart Row, BOMBAY.

Hongkong, July 23, 1888. 1232

DENTISTRY.

FIRST CLASS WORKMANSHIP. *MODERATE FEES.*

MR. WONG TAI-FONG, *Surgeon Dentist,* (FORMERLY APPRENTICE AND LATERLY ASSISTANT TO DR. ROGERS,)

AT the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS, *No. 2, DUDDELL STREET.*

CONSULTATION FREE.

Discount to missionaries and families. Sole Address 2, DUDDELL STREET, *(Next to the New Oriental Bank.)*

Hongkong, January 12, 1885. 66

For Sale.

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE,
Quarts.....$20 per Case of 1 doz.
Pints.....$21 " " 2 "
Dubos Frères & de Gernon & Co.'s BORDEAUX CLARETS AND WHITE WINES.
Baxter's Celebrated 'Barley Brec' WHISKY,—$7½ per Case of 1 doz.
GIBB, LIVINGSTON & Co.

Hongkong, July 18, 1884. 1187

To Let.

TO BE LET.

FURNISHED OR UNFURNISHED.

A FOUR-ROOMED HOUSE, OR A SIX-ROOMED HOUSE, in RICHMOND TERRACE.

Both HOUSES have convenient Out-Offices and good Servants' Quarters.

The TERRACE has for some months past been one of the healthiest places of residence in the Colony.

The HOUSES are comfortable and cool in Summer.

Apply to Mr. JOHN WILLMOTT, *Hongkong Dispensary.*

Hongkong, July 2, 1888. 1094

TO LET.

ROOMS in 'COLLEGE CHAMBERS.'

GODOWN in ICE HOUSE LANE, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st August.

Apply to DAVID SASSOON, SONS, & Co.

Hongkong, July 12, 1888. 504

TO LET. *(Immediate Possession.)*

HOUSE No. 1 'BALL'S COURT,' Bonham Road.
HOUSE No. 31 'WEST VILLA,' Pokfulam Road.
SHOP No. 22, 'BANK BUILDINGS,' Queen's Road, opposite HONGKONG HOTEL.
BUNGALOW No. 35, Pokfulam Road and Third Street.
SHOP No. 6 'BEACONSFIELD ARCADE,' Queen's Road.

Apply to BELILIOS & Co.

Hongkong, July 20, 1888. 1215

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ARON, Norwegian barque, Captain A. Christensen.—Captain.

G. H. WAPPAUS, British barque, Captain Cuming.—Butterfield & Swire.

Entertainments.

THEATRE ROYAL.

THIS EVENING, *the 26th July,* 1888,

THE AMERICAN MUSICAL COMEDY & OPERA COMPANY.

Directors { Mr PEMBERTON W. WILLARD. " JOHN F. SHERIDAN.
Will appear as above in THE GREAT AMERICAN MUSICAL COMEDY, 'THE TRAMP.'

CAST OF CHARACTERS.

Old Huss (a collector for an Auction Room)	*Mr P. W. Willard.*
I. McCorker ('a Commercial Traveller')	" *J. F. Sheridan.*
Innocent Kidd (Daughter of Captain Kidd)	*Miss Grace Whiteford.*
Captain Kidd (a descendant of the famous Pirate)	*Mr A. Sutch.*
Old Belomont	*Mr H. M. Imano.*
Ralph Belomont	" *Ch. Fisher.*
Seemy Hussell	" *W. Cripps.*
Talbot Hause	" *Manning.*
Jack (a donkey)	" *H. Hessan.*
Lucille Kidd	*Miss Maude Hare.*
Elaine Kidd	" *Vera Patey.*
Mary Kidd	" *Flo. Morrison.*
Irene Kidd	" *Nellie Arline.*
Mrs. Kidd	" *E. Leamington.*

During the Action of the Musical Comedy numerous Specialities will be introduced.

'FAUST.'

Marguerite	*Miss Maude Hare.*
Faust	*Mr Charles Fisher.*
Martha	*Miss Eva Leamington.*
Mephistopheles	*Mr H. M. Imano.*

(With Elaborate Scenic Effects.)

15 OTHER MUSICAL ITEMS AND SPECIALITIES.

SATURDAY, 28th July, 'THE BOHEMIAN GIRL.'

Prices $3 $2, and $1.

Plan at Messrs. KELLY & WALSH'S, LD. All communications to PEMBERTON W. WILLARD, Hongkong Hotel.

Hongkong, July 26, 1888. 1236

To-day's Advertisements.

ZETLAND LODGE.

No. 525.

A Regular MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, on WEDNESDAY NEXT, the 1st August, at 8:30 for 9 p.m., precisely. VISITING BRETHREN are cordially INVITED.

Hongkong, July 26, 1888 1245

FOR KOBE (DIRECT) AND YOKOHAMA.

The British Steamer *Delcomyn,* Captain EKINS, will have quick despatch for the above Ports.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., *Agents.*

Hongkong, July 26, 1888 1246

To-day's Advertisements.

FOR SALE.

THE SIAMESE BARQUE *YOUNG SIAM.*

For Particulars, apply to HOP HING HONG.

Hongkong, July 26, 1888 1244

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, *VIA* THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *BATAVIA,* 2,553 Tons Register, WATTON, Commander, will be despatched for VANCOUVER, B.C., and SAN FRANCISCO, *viâ* KOBE and YOKOHAMA, on THURSDAY, the 23rd August, at 3 p.m.

To be followed by the S.S. *PARTHIA,* on the 13th September, and S.S. *ABYSSINIA,* on the 4th October.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast points, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver & Victoria, Mex.	$100.00
To San Francisco	175.00
To all common points in Canada and the United States	200.00
To Liverpool	300.00
To London	305.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 22nd August.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to ADAMSON, BELL & Co., *Agents.*

Hongkong, July 26, 1888. 1247

SHIPPING.

ARRIVALS.

July 26, 1888:—

Pakshan, British str., 813, James Young, Bangkok July 19, General.—HOP HING HONG.

Falkenburg, German steamer, 1,214, W. Dreyer, Bangkok July 19, Rice and Teakwood.—MELCHERS & Co.

Fuyeu, Chinese steamer, 936, Graham, Shanghai July 23, General.—C. M. S. N. Co.

Fokien, British steamer, 509, J. Lewis, Tamsui July 20, Amoy 24, and Swatow 25, General.—DOUGLAS STEAMSHIP Co.

Khedive, British steamer, 2,123, Leggin, Shanghai July 24, Mails and General.—P. & O. S. N. Co.

Kwongsang, British steamer, 1,000, T. H. Sellar, Cheefoo July 21, Peas.—JARDINE, MATHESON & Co.

DEPARTURES. July 26:—

Borneo, for Amoy.
Anton, for Hoihow and Pakhoi.
Duke of Westminster, for Shanghai.
Zafiro, for Amoy and Manila.
Albany, for Amoy, Japan and Vancouver.
Fuyeu, for Whampoa.

CLEARED.

Phra Chom Klao, for Hoihow and Bangkok.
Norden, for Foochow.
Amoy, for Shanghai.
Glenavon, for Shanghai.

PASSENGERS. ARRIVED

Per *Pakshan,* from Bangkok, 17 Chinese.
Per *Falkenburg,* from Bangkok, 33 Chinese.
Per *Fuyeu,* from Shanghai, 14 Chinese.
Per *Fokien,* from Coast Ports, Rev. Dr. Ashmore, Mr Ally, and 33 Chinese.

DEPARTED.

Per *Borneo,* for Amoy, 90 Chinese.
Per *Anton,* for Hoihow, 30 Chinese.
Per *Zafiro,* for Amoy, 6 Europeans, and 300 Chinese.
Per *Albany,* for Vancouver, Mr Thomas Humphreys; for Portland, Mr and Mrs Lee Mee Ken; for Pacific Coast Ports, 592 Chinese.

TO DEPART.

Per *Phra Chom Klao,* for Hoihow, 10 Chinese.
Per *Amoy,* for Shanghai, 50 Chinese.
Per *Glenavon,* for Shanghai, Dr. R. H. Kimball.

SHIPPING REPORTS.

The British steamer *Pakshan* reports: Had moderate S.W. monsoon and very fine weather.

The Chinese steamer *Fuyeu* reports: Had light variable winds and fine weather throughout.

The British steamer *Fokien* reports: Left Tamsui on the 20th instant, and experienced moderate N.E. winds and fine weather to Amoy; left Amoy on the 24th, and Swatow on the 25th, from Amoy to Swatow, had light variable winds and heavy rain, and Swatow to port light S.W. winds and fine weather. Steamer in Tamsui, *Formosa.* Steamers in Swatow, *Yiksang* and *Phra Chula Chom Klao.*

POST OFFICE NOTICES.

MAILS will close:—

For TAMSUI.—
Per *Wuyang,* at 7.30 a.m., on Friday, the 27th inst.

For SWATOW, AMOY & TAIWANFOO.
Per *Thales,* at 11.30 a.m., on Friday, the 27th inst.

For HAIPHONG.—
Per *Marie,* at 5 p.m., on Friday, the 27th inst., instead of as previously notified.

For SHANGHAI.—
Per *Amoy,* at 3.30 p.m., on Friday, the 27th inst.
Per *Fooksang,* at 3.30 p.m., on Saturday, 28th inst.

MEMOS. FOR TO-MORROW.

Shipping.

4 p.m.—*Thales* leaves for Swatow, &c.
4 p.m.—*Amoy* leaves for Shanghai.

General Memoranda.

SATURDAY, July 28:—
Goods per *Borneo* undelivered after this date subject to rent.
9 p.m.—Performance at the City Hall.
MONDAY, July 30:—
Goods per *Glenavon* undelivered after this date subject to rent.
Goods per *Duke of Westminster* undelivered after this date subject to rent.
WEDNESDAY, August 1:—
9 p.m.—Meeting of Zetland Lodge.
FRIDAY, August 3:—
Noon.—Meeting of Shareholders of the H.K., C. & M. Steamboat Co., Ltd., at No. 7, Queen's Road Central.

THE HONGKONG DISPENSARY, ESTABLISHED A.D. 1841.

WATSON'S Prickly Heat Lotion

IS the Safest and Best *cure for* PRICKLY HEAT, it affords instant relief, and will be found useful in allaying all irritation of the skin whether arising from acidity, or caused by the bites and stings of insects.

It is also a useful TOILET ARTICLE for the complexion.

A. S. Watson & Co., Limited. HONGKONG.

July 11th, 1888. 1159

The publication of this issue commenced at 7.35 p.m.

The China Mail.

HONGKONG, THURSDAY, JULY 26, 1888.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND:—*Gem,* June 12; *Amphitrite, Hampshire,* 15; *Stentor, Cachar, Saikionaru, Sunkiang,* July 6; *Cardiganshire, Glengarry,* 10; *Patroclus, Bayern,* 17; *Benledi, Electra,* 20; *Deucalion, Melbourne, Spindrift,* 24.

HOMEWARD BOUND:—*Smit,* July 6; *Luertes,* 20; *Yorkshire,* 24.

The P. M. Co.'s steamer *City of Rio de Janeiro,* with the AMERICAN MAIL of June 30th, was to leave Yokohama on Saturday, the 21st instant, and may be expected here on or about Friday, the 27th inst.

The Canadian Pacific Line steamer *Batavia* was to leave Yokohama on the 23rd inst., for Hongkong, and may be expected here on or about the 30th inst.

The steamship *Oxus,* with the FRENCH MAIL of June 30th, left Singapore on Thursday, the 26th instant, at 4 a.m., and may be expected here on or about Wednesday, the 1st Aug. This Packet brings replies to letters despatched from Hongkong on May 19.

The Indo-China Steam Navigation Co.'s steamer *Taisang,* from Calcutta, left Singapore on the evening of the 21st inst., and may be expected here on or about the 27th inst.

The O. S. S. Co.'s steamer *Glaucus,* from Liverpool, left Singapore on the 22nd inst., and may be expected here on or about the 28th inst.

The E. & A. S. S. Co.'s steamer *Tannadice* left Port Darwin for this port on 21st inst., and may be expected here on or about the 30th inst.

The O. S. S. Co.'s steamer *Telemachus,* from Liverpool, left Singapore on the 24th inst., and may be expected here on or about the 30th inst.

The P. & O. steamer *Venetia,* from Bombay, left Singapore for this port on the 26th inst.

The P. & O. regular fortnightly steamer *Teheran* left Bombay for this port on the 18th inst.

The Canadian Pacific Line steamer *Port Adelaide* left Vancouver for Hongkong via Japan on the 20th July.

The D. D. R. steamship *Hesperia* left Singapore on the 26th inst., and may be expected here on or about the 1st August.

MESSRS SIEMSSEN & Co. inform us that the D. D. R. str. *Hesperia* left Singapore for this port at noon to-day, and may be expected here on or about the 1st August.

THE Superintendent of the P. & O. Co. informs us that the Company's s. s. *Venetia,* from Bombay, left Singapore for this port to-day, at 8 a.m.

WE are informed by the Agents (Messrs David Sassoon, Sons & Co.) that the departure of the s.s *Japan,* from Calcutta, has been postponed for a week owing to some slight accident.

TSANG WAN, a rubbish coolie, was brought before Mr Sercombe, Smith in the Police Court to-day charged with throwing rubbish into the harbour from a boat. He was sentenced to pay a fine of $10, with the alternative of three months' hard labour, with three hours in the stocks at the scene of the offence.

FOUR more railway surveyors, sent out by Sir Andrew Clarke, were expected to arrive in Bangkok at the beginning of this week.

THE *N. C. Daily News* says:—We regret to learn on the best authority that the story which we published somewhat doubtfully not long since, as to the King of Corea's inviting Mr Watters, H. M.'s Consul-General, to an audience, and then, after keeping him waiting for an hour, declining to receive him, is perfectly authentic. The King had offered Mr Watters an audience, and the latter had replied that he had sent his uniform on, and could only come in dress clothes, and this had been accepted; notwithstanding which, the King's plea for refusing to receive Mr Watters was that he was not in uniform. It was of course a determined insult to Great Britain, prompted by one of the King's foreign advisers, and we do not doubt that Sir John Walsham has already made a representation about it.

REPORTERS generally will be glad to hear that they have now attained the honour of a special prayer in Parliament—not the English Parliament. The *New York Tribune* says that the Chaplain of the Minnesota Legislature recently gave the following prayer at the opening sitting:—'And now, Lord, bless the reporters, whose nimble pens catch our every word almost before it is uttered. They are omnipresent, and almost omnipotent. If we take the wings of the morning and fly to the uttermost parts of the earth they are there. They meet us in the jungles of Africa, they waylay us in the solitary cañons of Colorado, and when at length we find the latitude of the magnetic pole, behold, they are there. May their light and goodness be equal to their power, and in the general assembly of Heaven let no reporter be excluded.' Who shall say after this that America is not a go-ahead country?

THE PONS ASINORUM.—The great Channel bridge is to the fore again: we have been talking to our Special Seer about it. He transferred himself to a date a few years forward from now. On returning, he said:—'Well, they built it; and all would have gone on most satisfactorily if a confounded clumsy bluebottle hadn't bumped against the weakest part on the very morning of completion, and wrecked the whole affair. The shareholders hadn't calculated on bluebottles. Then Neptune got in a rage about it. "Every blessed day," he said, "if some fool of an ironclad and some idiotic pier of this bridge don't send each other to the bottom! My head's never safe—and I *won't* have my place always lumbered with wreckage like this!" But, after all, the bridge was of advantage. Mons. Hippolito of Calais (who is always sick at sea) managed to get over on the bridge just before that fly came along. But he could never get back. He sits for evermore on the shore of Albion, waiting for some one to build another bridge.'—*Fun.*

THE *Bangkok Times* says:—The danger of trusting firearms in inexperienced hands was disastrously exemplified on the 3rd inst. when, by the accidental discharge of a shot-gun, Mr R. Hendricks, interpreter to the German Legation, received a severe wound. It appears that a son of Mr H. who had just returned from school, was shooting crows in the compound when the gun accidentally went off and lodged a charge of duck-shot in the lower part of Mr Hendrick's abdomen. The accident necessitated an operation, which was performed with great skill and success by Dr Deuntzer, but Mr Hendricks eventually succumbed to weakness and loss of blood on the 6th inst. some twelve hours after the operation. The late Mr Hendricks arrived in Siam 28 years ago, when only 18 years of age, and at the time of his death had been employed upwards of 18 years as Interpreter to H. I. M.'s Legation, previous to which he had for several years been engaged by Messrs. A. Markwald & Co. A short time before his death, deceased, at his own request, was admitted into the Church of Rome and received the Sacrament. He leaves three sons and two daughters to mourn his loss.

A STORY FROM THE FRANCO-GERMAN WAR.—A correspondent of the *Times* sends the following:—'Some interesting information with reference to a very curious incident which occurred during the Franco-German war has just come to hand. In 1870 three French visitors established themselves at an hotel in a well-known German town, where they remained several months. Being then in want of funds, and unabel to pay their bill, they were compelled to leave a package which they had brought from France in the hands of the landlord in satisfaction of his claim. This, upon examination, was found to contain a sumptuously designed State chair. The name 'Napoleon' was embroidered upon the silk covering of the back and seat, and on the occupant pressing his hands upon the finely carved gilt arms a musical air was played by an instrument concealed within the upholstery. The care of this remarkable piece of furniture seemed the only occupation of the strangers, who are supposed to have been awaiting the advance of the French army, and in the event of its proving victorious would doubtless have conveyed the chair to Berlin, where, it is presumed, it was to have been used as a throne by the Emperor Napoleon. The chair remains in the possession of the widow of the Frenchmen's host.'

St. James's Budget says:—The culture of tobacco in this country does not seem as yet to have been attended by the hoped-for success. The Chancellor of the Exchequer, in reply to a question put to him in the House of Commons by Mr Crilly, was unable to give a cheerful account of the result of some experiments that have recently been made as to the manufacture of an extensive crop of English-grown tobacco. Great care appears to have been exercised in the experiments referred to, but the result has not been very satisfactory. The tobacco is said to be deficient in flavour and character. Mr Goschen was nevertheless anxious not to make any observations on the subject that would tend to discourage further inquiry, and kindly offered to have a sample of the tobacco placed in the smoking-room of the House in order that Mr Crilly and other members given to the pernicious habit of tobacco-smoking might test its quality. The present fiscal arrangements with regard to the culture of tobacco in Great Britain and Ireland are, in Mr. Goschen's opinion, not unnecessarily stringent, and he does not see his way to relax them.

THE Peking correspondent of the *Chinese Times* writes:—A curious story, perhaps unknown to some of your readers, is connected with the visit of a former Duke to Peking, during the reign of Ch'ien Lung. He was warned by a taoist bishop called *Chang Tien Shih,* that if he did not take the greatest precautions between two dates which he named, his palace in Peking would be burned down during that interval. The *Yen Ch'eng Kung,* (title of the Dukes) upon his return home gave strict orders that during this period no fire for any purpose whatever should be introduced into his palace. His commands were carried out with the greatest care, and the fatal period passed when a fire burst out—in the dwelling of *Chang Tien Shih.* The unfortunate taoist was accordingly compelled to take up his residence elsewhere, but again was driven out by fire, again and again he removed to other quarters, but each time the remorseless element drove him forth. At length he realised that he was pursued by the wrath of the Fire God, who, angry at the warning he had given the Duke, was wreaking his vengeance on the presumptuous priest who had dared to thwart him. *Chang Tien Shih* finally took up his abode in the very temple of the Fire God, where of course he was safe, since the angry Deity declined to injure himself by continuing the process of conflagration. From this it is evident that fire is kindled in heaven. No human foresight can guard against its outburst when once the fiat of the Fire God has gone forth. You may save your own house, but only at the expense of your neighbour's homestead.

THE DOG'S ORIGIN.—In an interesting article in a recent number of the *Naturwissenschaftliche Wochenschrift,* Professor Nehring discusses the question as to the origin of the dog. He expresses his belief that it is descended from various still-surviving species of wolves and jackals. The training of jackals, he says, presents no particular difficulty, and many attempts to domesticate wolves have been successfully made in recent times. Herr Rongé has so completely tamed a young wolf that it follows him exactly as a dog might do.

THE London Correspondent of the *Japan Mail* gives some account of the new magazine just started at home, which is to be devoted entirely to Japanese art. There are to be two editions, one French and one English, the editor being M. Bing, of Paris, with an English associate in the person of Mr Marcus Huish. The price is to be two shillings, and the cover, which is very attractive, has a picture occupying two-thirds of it, which is to be changed with each successive number. Each number will contain ten coloured plates, reproducing Japanese master-pieces.

A CRAFTY WIDOW.—A man by the surname of Chiang, who lives in the Sung Wen Mén suburb of Peking, lost his wife last year, and, being without any issue, soon after married a widow, a certain Mrs Chieh. The widow brought with her a five-year old son by her first husband, and he was quickly adopted by Chiang with unbounded delight. The couple lived most happily and with every appearance of heart-felt affection, and everything promised an unclouded future. Being without funds with which to start business, Chiang sold his ancestral lands amounting to ten *mu* or more, from which he realized 250 odd taels. This money he carried home, and safely deposited it in his chest. One day, while Chiang was away, the seemingly affectionate widow quietly abstracted the money from its resting-place, and, taking along her son with her, and telling her neighbours that she was going on a visit to her relatives, she drove rapidly away in a cart, and was seen no more. When Chiang returned home he discovered not only his congenial spouse had fled, but his money had also disappeared; and in utter helplessness and despair he bemoaned his hapless fate, being powerless to effect anything toward the recovery of his treasure. Such occurrences as the above are quite common in Peking, and are known to the natives as 'letting the dove out of its cage.'—*Shih Pao.*

THE SANITARY BOARD.

The Sanitary Board met this afternoon. There were present: Dr. Ayres (Chairman), the Surveyor General, (Hon. J. M. Price), Captain Superintendent Deane, Mr Edo, Mr Francis, the Registrar General (Mr Stewart-Lockhart), Hon. Wong Shing, Mr Humphreys, Dr. Kai, and Mr Crow, Acting Secretary.

A protest by Mr Francis and Dr Ho Kai, against the passing of the drainage bye-laws in the form presented, and embodying the views which they expressed at last meeting in the discussion on the bye-laws, was embodied in the minutes of last meeting.

The Chairman said he had now to explain why the members received notice of a postponement on Tuesday and then a notice on Wednesday of a meeting of the Board. The weekly meeting was an arrangement they made in order to get on faster with the consideration of the bye-laws particularly. By the Ordinance they were only bound to meet twice in a month. Now at last meeting the consideration of the bye-laws was stopped until they had a decision from the Attorney General. No such decision having been received, and there being no possibility of receiving it before this meeting he sent round a notice of adjournment, as there would be nothing else for the Board to do but to hear the minutes of the previous meeting read. On Wednesday at one o'clock he received a letter from Mr Francis, in which he was told that he was exceeding his powers in having this postponement, and he therefore sent out an order for the meeting to-day as usual. The letter was as follows:—

July 25, 1888.

MY DEAR AYRES,—I received yesterday evening a memo. signed by the Acting Secretary of the Sanitary Board informing me that the meeting of the Board adjourned until Thursday the 26th is postponed until further notice. Seeing him later I asked him by whose authority this notice was sent round, and he informed me that it was by your direction. Is there not a mistake somewhere? Can you of your own authority put off a meeting of the Board once fixed by resolution of the Board itself? When framing the Standing Orders the select committee deliberately struck out every word from the draft that gave the president power to a journ or postpone a meeting. I presume that the postponement is because of the question raised at last meeting about the validity of the proposed bye-laws, but that is no reason for putting off the meeting and leaving current business unattended to, however good a reason it may be for adjourning the consideration of those bye-laws. I certainly think the Board had better meet on Thursday and adjourn itself. That the president, without even consulting the members, should be able to postpone meetings until he thinks fit to give notice is altogether too radical a change in the constitution of the Board to be allowed to pass by unnoticed.—Yours very truly, JNO. J. FRANCIS.

The Chairman (continuing) said he had explained how the mistake of sending out a notice of postponement took place. He thought the members would all be busy in their own pursuits and that their time was of importance to them, and so having nothing to consider he thought there was no necessity for a meeting. If he had done wrong he begged pardon of them all for having done so.

Mr Francis begged permission to say, with the view of possibly preventing misunderstanding, that his impression at last meeting was that they simply adjourned the discussion, and he certainly thought they were there to-day for the purpose of the Board's coming to a resolution as to whether they should ask the opinion of the Attorney General or not. He did not know on whose authority any application was made to the Attorney General, but it seemed that an application had been made. He should have liked that the memo sent round by the Chairman had asked the consent of the Board to the postponement of the meeting, as the postponement would then have been an act of the Board.

Mr Humphreys thought they might have been let off without a meeting to-day. He did not know whether it was strictly in order or not, but he thought it would have suited the convenience of most members to have had the postponement. The sense of the meeting on the last occasion was not perhaps put into very definite form, but

Vessels Advertised as Loading.

Destination.	Vessels.	Captain.	Agents.	Date of Leaving.
Bombay, via Straits	Thibet (s)	Atkinson	P. & O. S. N. Co.	July 31, at noon.
Bremen, and Ports of Call	Preussen (s)	C. Pohle	Norddeutscher Lloyd	August 2, at 10 a.m.
Chefoo and Tientsin	Kwongsang (s)	Sellar	Jardine, Matheson & Co.	July 31.
Havre, &c., via Suez Canal	Daphne (s)	J. Voss	Siemssen & Co.	August 6, at 10 a.m.
Kobé and Yokohama	Delcomyn (s)	Ekins	Gibb, Livingston & Co.	Quick despatch.
London, via Suez Canal	Anchises (s)	Lapage	Butterfield & Swire	July 28, at 4 p.m.
London, and Ports of Call	Khedive (s)	A. C. Loggin	P. & O. S. N. Co.	July 28, at noon.
London and Hamburg	Morionethshire (s)	Dowling	Adamson, Bell & Co.	About July 30.
Marseilles, and Ports of Call	Ariadyr (s)	Delacroix	Messageries Maritimes	August 2, at noon.
Nagasaki, Kobé and Yokohama	Moray (s)	Duncan	Adamson, Bell & Co.	About July 30.
Nagasaki, Kobé and Yokohama	Bokhara (s)		P. & O. S. N. Co.	July 31, at daylight.
Port Darwin, &c.	Changsha (s)	Williams	Butterfield & Swire	August 2, at 4 p.m.
San Francisco, via Yokohama	Oceanic (s)	Metcalfe	O. & O. S. S. Co.	July 28, at 3 p.m.
San Francisco, via Yokohama	City of Rio de Janeiro (s)		Pacific Mail S. S. Co.	August 8, at 3 p.m.
San Francisco	E. J. Spence	Gill	Russell & Co.	Quick despatch.
San Francisco	Electra	Jones	Russell & Co.	Quick despatch.
Shanghai	Amoy (s)	R. Köhler	Siemssen & Co.	July 27, at 4 p.m.
Shanghai	Fooksang (s)	Bradley	Jardine, Matheson & Co.	July 28, at 4 p.m.
Shanghai	Telemachus (s)	Jones	Butterfield & Swire	August 1.
Shanghai, via Amoy	Glaucus (s)	Gaunah	Butterfield & Swire	July 30.
Swatow, Amoy and Taiwanfoo	Thales (s)	Hunter	Russell & Co.	July 27, at 4 p.m.
Vancouver (B.C.), via Yokohama	Batavia (s)	Watton	Adamson, Bell & Co.	August 23, at 3 p.m.

SHARE LIST.—QUOTATIONS. JULY 26, 1888

Stocks.	Nos. of Shares.	Paid-up.	Position per Last Report. Reserve.	Balance of Profit.	Last Dividend.	Quotations, Cash.
BANKS.						
Hongkong and Shanghai Bank Corp.	60,000	$125 all	$3,000,000	$20,903.51 at working a/c	30/ for ½ year to Dec. 31/87	$154 ex prem.
INSURANCES.						
North-China Insurance Co., Ld.	5,000	£200 £ 8	Tls. 100,000	Tls. 406,132.60	Tls. 23.65 for 1886	Tls. 275 ex div.
Yangtsze Insurance Company, Ld.	8,000	£25 all	£50,000	Tls. 3,059.76	7 % for 1886	Tls. 97
Union Insurance Society Co., Ld.	10,000	$250 $ 25	$675,000	$314,012.96	26 % for 1886	$86
China Traders' Insurance Co., Ld.	24,000	$83.33 $ 25	$600,000	$245,240.04	20 % for annum	$73
Canton Insurance Office Co., Ld.	10,000	$250 $ 50	$250,000	$429,357.96	10 % for 1887	$77
Chinese Insurance Co., Limited	1,500	$1,000 $ 250	$28,711.5	$125,771.29	8 % for 1886	$185
Hongkong Fire Insurance Co., Ld.	8,000	$250 $ 75	$1,031,486	$252,243.3	$29.80 for '86	$34½, cash
China Fire Insurance Co., Ld.	20,000	$125 $ 25	$650,000	$204,003.90	6 for 1886	$76
Singapore Insurance Company, Ld.	40,000	$100 $ 20	...	$17,0[illegible]	...	$16
The Straits Fire Insurance Co., Ld.	20,000	$100 $ 20	...	$79,432.52	5 % for 1886	$18
The Straits Insurance Co., Ld.	30,000	$100 $ 25	$200,000	$75,852.52	...	$24½
STEAMBOAT COMPANIES.						
HK. C. and M. Steamboat Co., Ld.	40,000	$20 all	$*40,000 $†200,000	$3,696.4[illegible]	7 % half year Dec. 31/87	$218
Douglas Steamship Co., Limited	20,000	$50 all	$127,320	$ 115[illegible]	8 %	$67½
Indo-China S. N. Company, Limited. 60,000 shares issued	18,387 31,212	£10 £ 1 £10 £ 1	...	£4,387.5.[illegible]	5 % for 1886/7	10 % dis. sellers
China and Manila S. S. Co., Ld.	3,000	$50 all	$10,000	$18.58	6 %	$115, sales
MISCELLANEOUS.						
H'kong & Whampoa Dock Co., Ld.	12,500	$125 all	...	$1,901.3[illegible]	10½ % for '87	31 % prem.
HK. and China Gas Co., Limited.	5,100	£10 all	£9,177.3.1	£1,527.3.1[illegible]	10 % and 2 % bonus for '87	$139 per share, buyers, fully paid up
New Shares	1,900	£10 £ 7.1				
Hongkong Hotel Company, Ld. 3,000 shs. issued	3,000	$10 all	...	$678.94	4% half year June 30 1887	$170 " cash
China Sugar Company, Limited	15,000	$100 all	...	$13,781.53	8 % for ½ year to June 30/87	$180 "
Hongkong Ice Company, Limited	5,000	$25 all	$37,500	$429.60	10 % for 1887	$82 "
Hongkong Bakery Company, Ld.	600	$50 all	$6,000	$514.5	1[illegible] % for 1886	$95 " nominal
Luzon Sugar Company, Limited	7,000	$100 all	...	$129,305.1[illegible]	None	$60 "
Perak Sugar Cultivation Co.	5,000	Tl. 50 all	...	...	None	Tls. 18 " sellers
Perak Tin Mining & S'ting Co.	5,000	$50 all	...	...	None	$10 "
Punjom & Sunghie Dua Satmatan Mining Co.	40,000	$10 all	...	...	None	$11½ "
HK. & Kow. Wharf & Godown Co.	17,000	$100 all	...	...	4 %	68 " prem., buyers
H'kong Rope Manufactory Co., Ld.	3,000	$50 all	...	...	None	$83
A. S. Watson & Co., Limited	3,800	$100 all	$20,000	$411.47	13 % for 1887	90 % prem., sales
HK. High-Level Tramways Co., Ld.	1,250	$100 $ 50	...	...	...	210 % prem.
Société Française de Charbonnages du Tonkin	8,000	Fcs. 500 Fs. 500	...	...	...	50 % prem.
LOANS.			Rates of Int.	Pay'ble		
Chinese Imperial 1884 B.	8,561	$500 all	8 %	yearly, 30 June	...	4 % prem.
" " 1884 C.	3189	$500 all	8 %	Oct. 15	...	8 % prem.
" " 1886 E.	...	T700,000 Tl. 250	7 %	March & Sept.	...	12 % prem.

* Equalisation of Dividend Fund. † Depreciation and Insurance Fund. ‡ At debit.

what they wanted to know was whether they could pass these bye-laws, or, if they did pass them, whether they would stand good in accordance with the Act. He thought that was all they wanted to know from the Attorney General. If the opinion had not been received, as there was no business of importance, he saw no object in meeting to-day except to adjourn. If the opinion had not been received and if there was no business of importance he would propose an adjournment.

The Chairman said he certainly did not understand, when the meeting broke up last Thursday, that it was to delay a whole week for the purpose of discussing what particular way the Attorney General should be consulted. In conjunction with Mr Crow he had drafted a letter which had been sent to the Attorney General for his opinion, which letter you will hear read just now.

The Surveyor General—No answer has come to that letter?

The Chairman—No.

THE BURIAL OF ANIMAL CARCASES AT SEA.

The following letter from the Colonial Secretary on this subject was read:—

'With reference to your letter No. 94 of the 11th inst. and to previous correspondence on the subject of the burial of animal carcases at sea, I am directed by the Governor to inform you that his Excellency has been pleased to approve of the recommendations of the Sanitary Board conveyed in your letter No. 76 of the 19th ult., viz. (1) that the stomach and lungs be thoroughly opened, (2) that the carcase be taken at least one mile outside of Green Island, (3) that granite weights be tied to the necks of the carcases.'

The Superintendent of Police indicated that he decidedly objected to the practice of taking carcases out to sea. Other members seemed to be of this opinion and there seemed a desire to talk on the matter. The Chairman said there was no danger in the practice, and that it had been approved by Dr Cantlie and Dr Manson, who had suggested that the stomach and lungs be thoroughly opened. As the Board could not now discuss the matter it dropped.

THE PUBLICATION OF MORTALITY RETURNS

The following letter from the Colonial Secretary was read:—

'With reference to your letter No. 96 of the 13th inst. and its enclosure, I am commanded by the Governor to acquaint you for the information of the Sanitary Board that His Excellency has been pleased to direct that the death returns referred to therein shall be published only once a month in the *Gazette* instead of weekly as heretofore.'

Mr Francis said he had never heard an expression of opinion at the Board on this subject and asked by whose authority the letter was written to which the above letter was a reply.

The Secretary explained that the letter No. 96, of the 13th inst., referred to was the usual formal cover sent along with the weekly statistics which had to receive the sanction of the Governor before insertion in the *Gazette*. The Colonial Secretary's letter simply contained an order on the part of the Government. No expression of opinion on the subject was given in any letter from the Board.

A HIGH-MINDED PORTUGUESE.

The following unique letter, sent to the Secretary of the Sanitary Board by one of the employees, was read:—

'Humble petition of E. M. Xavier, watchman, slaughter house, sheweth—That your petitioner begs your honour of attending to his known desired, holding a label in your attached of coat sleeve as your order on behalf of Governor; and your petitioner does not wish to contemplate the new Ordinance, he further begs to tender his resignation in the event of your honour may excuse him of such using.'

[illegible]ded to the petition was a note by [illegible]cretary to the following effect:—

'The petitioner does not care about wearing the uniform provided by the Government for watchmen at slaughter houses, cattle depots &c., and he refuses to wear the badge on the left arm. Insubordination of this kind cannot be tolerated, and I would suggest that his resignation be submitted to the Governor.

The Chairman said the petitioner objected to the badge of the crown on the sleeve. They must have some uniform and some mark of distinction and they could not permit such insubordination.'

It was agreed that the resignation of the petitioner should be submitted to the Government.

THE LETTER TO THE ATTORNEY GENERAL.

The following letter to the Attorney General was read:—

(1) I am directed by the President of the Sanitary Board to transmit to you the enclosed printed draft bye-laws relating to house drainage which the Board propose to prepare under sub-sections 1 and 3 of section 13 of Ordinance 24 of 1887 for submission in due course to the Governor in Council, and to enquire whether in the opinion of the Governor the Board may not legally under the sub-section referred to make bye-laws that will apply as well to all drains in old or existing buildings as to proposed drains in new buildings.

(2) I am instructed to explain that the reason why I am to submit this question is that at the last meeting of the Board two members expressed the opinion that under sub-section 1 of section 13 of the Ordinance the Board had no power to prepare bye-laws for the remedying of defective drains in old or existing buildings, and that the power conferred under that sub-section must be interpreted as applying solely to the making of bye-laws for new drains built after the passing of the ordinance.

(3) These gentlemen further laid it down that the Board had no power to deal with old or existing drains other than that derived under section 50 of the Ordinance.

(4) On the other hand the majority of the Board held that under sub-section 1 of section 13 the Board also had power to make bye-laws for the effective construction, trapping, ventilating and maintenance of bad drains in old or existing buildings as well as of new drains in new buildings, and that it was only by means of such bye-laws so made that the Board could satisfy at any length the need of those required improvements of existing drains in old buildings which section 50 alludes to, but which it does not set forth in detail, because such details were purposely left to the bye-laws.

(5) In conclusion I am to point out that if it were found that the Board had no power to prepare bye-laws for the remedying of existing bad drains one of the main objects of the Ordinance would be at once defeated, and it is this that makes the matter so serious.

Mr Francis—I do not think that letter should have been drafted or sent in. In one point it gives a misleading view of my friend's and my objections.

The Chairman—Your protest will go in.

Mr Francis—It will be a little late to go in now.

The Chairman—It has only now been received.

The Superintendent of Police (brusquely)—I beg to move that this Board adjourn to this day fortnight. My reason for doing so is that if a meeting is required the President has power to call it, although in deference to my learned friend's opinion it seems that although he had power to call a meeting he had no power to postpone it.

The Surveyor General seconded, and the motion was carried *nem. con.*

AN HOUR WITH THE CHINESE.

ENTERTAINMENT AT THE GARRISON THEATRE.

Last night one of the best of the weekly entertainments, which have been organised by the Rev. B. Wonnacott, the popular Garrison Chaplain, was given in the Garrison Theatre. Both from its novel interest and the enthusiastic reception it received it deserves more than a mere passing notice. The theatre it is needless to say was crowded in every corner, and the windows were besieged by large numbers who could not get admittance. The entertainment was styled 'An hour with the Chinese' and was under the direction of the Protector of Chinese, Mr Stewart Lockhart. Colonel Storer, R.E., presided, and introduced the Director of the exhibition, who, he said, really required no introduction, as he was well known to the Garrison. Mr Stewart Lockhart then explained to the audience that his object was to give an entertainment showing some of the amusements of the Chinese, which might be seen by any one who chose to pay a visit to the Chinese Recreation Ground, and to show that the native inhabitants of this Colony had as good an idea of how to enjoy themselves as the other residents in it.

The first item in the programme was an overture by the Chinese Band which won the prize at the Hongkong Jubilee, kindly lent for the occasion by the Chinese Amateur Musical Society, the Man Ku Lau, of which Inspector Quincey is a prominent member. The 'Director' stated that the band of 'the Steelbacks' had received important hints on the subject of harmony from the band of the Man Ku Lau—a statement which he felt would be substantiated by Bandmaster Moran. The piece rendered by the band was the well-known one, the 'Celebration of Longevity by the Eight Genii.' It is a genuinely classical composition, the master-piece of the Chinese Beethoven, and is calculated to rouse the feelings of the most impassive. One might be tempted to suggest that *clashical* was a more appropriate description of the music than classical, but then we Westerns have not been educated up to it and cannot be good judges. The second item was a Chinese theatrical representation, which was of a very simple nature. A man come forward in a magnificent embroidered dress, kindly lent by the lessee of the Ko Shing theatre. As of course the actor could not make himself intelligible to the audience by speech, all that he did was to show off his dress and give the spectators an idea of how Chinese artistes comported themselves on the stage. By signs and gestures he made it be understood that he wished all lofty promotion and had a presentiment that some of them were destined to be commissioned officers, while many of them, he was sure, would reach the highest rank among the non-commissioned officers. After the 'theatricals' a wiry Celestial stepped on the boards and gave a specimen of Chinese boxing. The boxing differs totally from the approved European style. The boxer on this occasion had no opponent. What he did was simply to go through the movements, which were accompanied by interjections, doubtless appropriate. Chinese boxers do not content themselves with dealing blows with their fists. The feet play as important a role, and we are sure that if any opponent had received one or two of the blows from behind that were spent in the air last night, he would not have solicited a repetition. After twisting himself into all sorts of shapes and exercising his legs and arms well, the Celestial Tom Sayers took a large trident and went through somewhat the same manœuvres with it. The brave pugilist expressed his willingness to meet any of the men from Sergeant Mills downward, and gave his address as No. 3 Taipingshan, but there did not seem any one anxious to tackle him in his own line. The fourth item on the programme was a solo entitled 'The Widow's Lament.' The singer was accompanied on the flute by two Chinese musicians of ability. The song was a heart-touching one, the pathos of which was of course beautifully expressed in the high falsetto of the soloist. It depicts the sorrows of a widow for her husband, who died and left her inconsolate. Then there followed an exhibition of Chinese juggling, which was very cleverly done. The working of some of the tricks was rather too evident to those on the stage beside the performer, but some of them baffled the closest inspection. It was impossible to discover where the performer got the invisible wine with which he filled two empty cups wrapped in a handkerchief. But the cleverest of all the feats he did was the one called 'the unbroken broken fan.' The juggler showed a fan to the audience, pulled strongly at the ends of it to show that it was whole and strong, then tore it into three parts, tapped on it with his finger and waved it again in front of the spectators whole and strong as at first. This trick was deservedly applauded. The vanishing beads and the seeming piercing of his tongue with a dagger were smartly done, and it was difficult for those standing beside the conjuror to detect the trick. The juggler's performance concluded with an exhibition of fire-eating. He put lighted papers into his mouth, swallowed them, and drew them forth lighted. In one effort, however, he was not quite successful. He crammed his mouth with certain material, poured a little spirits in and exerted himself wildly with a fan to produce a flame. But no smoke was to be seen coming from his nose and mouth, and the comments of his companions soon indicated that this item had failed. He succeeded, however, in drawing from his wide jaws a cotton string of enormous length, which he afterwards wound into a stick.

After this the Chinese Tom Sayers again appeared on the boards, battered his legs with a heavy weight to show that they were made of iron and then swung the weight at the end of a long string in a manner that made all on the stage quake. He has the power of throwing the weight at a person so as just to graze him without injury, but it was difficult for one to feel assured while the weight was swinging round near one's head. A little amusement was then afforded by a hoary-bespectacled Chinese fortune-teller, who appeared carrying some paraphernalia with cabalistic signs and signified his willingness to reveal the future. The offer was eagerly accepted and several of our military heroes had their glorious destiny unfolded. The fortune-teller did not feel at first quite at home, the questions not being such as to permit of answers in highly figurative language. He was asked whether the father or mother of the inquirer was living or dead; what was their age &c. &c., but had to give up this line as he evidently was not strong in the matter of relationship. He succeeded somewhat better in satisfying his questioners as to their future success in love and war. To one of them he bestowed a giantess with red hair, to all he bestowed wealth and promotion. One was agreeably startled to find he was to rise to be Colonel, another that he was to die like a hero on the battle field, while one of his sons got the Victoria Cross. What he thought was a puzzler was put by an amorous swain, who said he had two sweethearts at home, one dark and the other fair and he wanted to know which of them he loved best. The Chinese man of wisdom replied that the fair one had the largest share of the heart, and Tommy danced away saying 'Right yer are, Joey.' A voice from the audience demanded to know when the Regiment was going to shift, but this proved too deep a question for the Chinese professor. A second voice advised a 'chum' to ask if he liked 'duff,' to which came the reply—'Yes, but you are a duffer for asking,' an answer which, like most of the others, had a suspicious look of not only being translated but invented by the 'Director.' An extra item was added to the programme to show off the skill of a man armed with a sharp sword, who hacked with great force at his arm without doing any injury to it. The sword was passed round among the spectators, none of whom cared to try the experiment. But not content with showing his skill on his arm, 'Johnny' lifted his jacket and belaboured his stomach, so as to raise a blush on the cheek of some of the fairer sex in the audience. He was requested to leave this part out, but elated with his triumph he positively could not leave out what he doubtless thought was the best part. Our friend Tom Sayers, the pugilist, gave yet another exhibition of his strength and skill. He took a big Chinese tea-pot, pitched it about, balanced it on the points of his fingers, knuckles and arms and caught it when it was within a hair breadth of the ground. He then showed the strength of his arm by raising with his hand at one end, a large heavy pole and swinging it about, finally balancing himself on one foot on the teapot and swinging the pole round with one hand. The entertainment concluded with tumbling by a Chinese troupe, kindly lent by the Ko Shing Theatre. Several of the members of the troupe, although they all appeared heavy, revolved round the small stage in a manner which showed that they would be an acquisition to some of the circuses that visit us.

We should mention that the stage was beautifully dressed with flags lent by the Man Ku Lau, and arranged under the superintendence of Inspector Quincey, the prize won by the Band, a beautiful piece of work, being suspended from the top. The stage had to be fortified with extra planks to give full scope to the Chinese pugilist, who at a rehearsal danced through the boards.

Mr Stewart Lockhart could not have adopted a better method of giving the Garrison an idea of one phase of Chinese life. Had he read them a lecture on some Chinese subject, although there is no doubt it would have been a good one, as there are not many better able to write on such matters, few would have been able to carry away and retain definite ideas on the matter. By giving his audience an object lesson he conveyed to them in a manner he could not otherwise have done, a conception of a part at least of native life.

At the conclusion of the entertainment the Chairman moved a vote of thanks to Mr Stewart Lockhart, which was carried with applause. Mr Lockhart, in reply, said that if the performance had afforded as much pleasure to the audience as to the performers, all parties would be satisfied. Speaking for himself he could only say that the military had given him much pleasure and enjoyment during his residence in the East, and that any part he had taken in the entertainment was only paying back in a very slight degree a part of the pleasure he had received.

THE AMERICAN MUSICAL COMEDY AND OPERA COMPANY.

'THE TRAMP.'

We regret that we cannot congratulate the management of this Company on last night's performance. The plain fact is that it was not a success, although the Company did their best to make it so. The 'Great American Musical Comedy' entitled 'The Tramp' is a fearful and wonderful hash in which a garden wall, a trained jackass and an alleged spiritualistic *séance* are the chief elements, while a large number of popular songs and dances, a bit of an opera and a quantity of drivelling dialogue are thrown in promiscuously. The mixture is called 'The Tramp,' apparently because the character who is described by that name has nothing whatever to do with it, except to give a bone solo, make some aggravating remarks and demand three dollars. A maudlin old sea-captain casts a gloom over the entertainment by the way he 'carries on' about his ancestors, but a commercial gentleman who 'travels on his cheek' appears as a public benefactor and saves the piece from going to hopeless wreck in the first act. Thereafter the company break forth into song and dance on the slightest provocation and make the rest of the evening a sort of miscellaneous music hall entertainment. The commercial gentleman before mentioned, in order to enliven things a little induces the rest of the characters to co-operate with him in playing a practical joke on the depressing old Captain, who is accordingly led to believe that the subsequent songs and dances are part of a spiritualistic *séance*, which concludes with a condensed version of 'Faust.' To call this a comedy is to take an unwarrantable liberty with the English language. It is simply a musical medley *plus* a number of dances.

Every one of the performers worked in the most praiseworthy spirit to win favour for 'The Tramp,' but the inherent absurdity and dullness of the piece were too much for them. The songs and dances, all of which were excellently given, were appreciated for their own sake, and, to judge from the applause with which these items were received, we should say the audience would have been quite content to have 'The Tramp' dropped altogether and let the entertainment proceed as a miscellaneous one. The little bit of 'Faust' which was worked in made a rather striking contrast with what had gone before. It would have been very enjoyable but for the fact that the audience could not in the circumstances take 'Faust' seriously. Mr Fisher as *Faust*, was in better voice than we have yet heard him, and sang with power and passion. Miss Hare was excellent as *Marguerite* and sang with her accustomed sweetness and fine feeling. Although not suited to the peculiar and difficult part of *Mephistopheles*, Mr Imano, as was to be expected, gave a thoroughly artistic account of the music that fell to him. The 'condensed Faust,' however, is not a thing to be praised on its own merits. It is a kind of maltreatment of a great work that ought not to be encouraged. Further, when the condensed opera is sandwiched between two acts of such a thing as 'The Tramp' the maltreatment is all the worse.

So far as the acting of the individual parts in 'The Tramp' is concerned, little need be said, because, except in two of the parts, there was very little acting. These two were well filled by Mr Sheridan and Miss Whiteford. As *McCorker*, the commercial traveller, Mr Sheridan was immensely funny, while Miss Whiteford as *Innocent Kidd*, the 'angel child' of fifteen, who is 'mashed' by McCorker, showed some excellent acting. Mr A. Hutch as *Capt. Kidd* was fairly successful. The other characters were more or less lay figures except in the miscellaneous entertainment. Mr Willard as *Old Hoss* was amusing, but the character seemed a superfluity and would almost warrant the remark that was made about the fly in amber. Mr Willard's bone solo, however, was a clever performance and was very well received, as was also Miss Aline's banjo manipulation. The dances were, of course, hailed with loud applause, especially Miss Whiteford's hornpipes. 'The Tramp' will be repeated to-night, and we are glad to see 'The Bohemian Girl' announced for Saturday.

THE RECENT FIRE IN SECOND STREET.

An inquiry was held at the Magistracy this afternoon before Mr Wodehouse and a jury into the death of two men whose remains were found in the ruins of the recent fire in Second Street. The jury were—Messrs A. G. Gordon, J. Myer, and A. G. Botello.

Ching Chu P. C. 263, said—On the 23rd inst at 6.10 a.m. I was just going on duty when I saw that fire had broken out in the house 138 Second Street. The house was blazing at the time and the flames were coming from the ground floor. I saw a woman roll down the stairs to the street. I immediately ran to the station and made a report. I arrived at the station at 6.15 and reported to the interpreter who informed the inspector.

Inspector Swanston—I got the information at 6.10 and at once told the Europeans and ordered a telegram to be sent to the central. I then ran to the scene of the fire and found there was no chance of putting it out with the manual engine at West Point. I then sent a Chinese constable back to the station with an order to telegraph for engines. The house by this time was on fire from top to bottom and the roofs of the adjoining houses had caught. The woodyard at the back was also on fire. It was stored with kerosene boxes, oil tubs, casks &c. I shouted to the people on the opposite side of the street to throw water. In a few minutes a stream of water was coming from the West Point manual. The other engines had come on the ground and the hose was laid half an hour after that. The engines were at work in about three-quarters of an hour after the first alarm. During the half hour the roof of 138 fell in and the eaves of the adjoining houses had ceased to burn while the interior of each was still untouched. By the time I got there the fire was burning so fiercely that it would have been impossible for anybody who might be in the house then to come out. The staircase was on fire.

Police Constable Moffat said—I arrived at the scene of the fire about ten minutes past six. I saw the ground and second floors were on fire. The staircase was on fire from top to bottom. I looked up the staircase and could see it was on fire from the bottom. I could not see if there were any people in the houses. There was a dense black smoke. I saw no signs of people being in the house. I heard no cries.

Leung La, wife of Chun Pak, who resided at 138 Second Street, said—My husband was a 'ricksha driver. We lived on the first floor. There were five families living there. Each family had a room. The rooms all opened on one passage. The floor below was a 'ricksha shop. The owner lived there and some drivers. We could get on the roof from the kitchen, but there was no ladder. I was in bed when the fire occurred. My husband was from home. I was awakened by hearing the boys down below screaming. I saw smoke coming through the staircase partition and I rushed out at once, rolling downstairs. There was no fire in the staircase at the time but smoke. When I got into the street I saw that the fire was coming from the sitting room in the ground floor. I was the first to get out of the house. I did not see any of the others came down but they did. I was not acquainted with the people on the ground floor. All those on the first floor escaped.

Chan Kai Cho said—I was employed in the 'ricksha shop at 138 Second Street. There was living there my younger brother and his wife and two children. My brother occupied one room and I slept in the sitting room. I was there on the morning of the fire but not at the time the fire broke out. I had gone out before that time. In a quarter of an hour I returned and found the house on fire, the fire coming from the ground floor. I tried to go in and get my account books but the fire was too fierce. There was a door out to the back from the kitchen. There was a cockloft in the ground floor where six ricksha coolies slept. The cockloft was reached by a staircase. I don't know how many coolies were in the cockloft on this occasion. Some of them had gone out. Two of the coolies could not escape. I don't know how it was. My brother's wife died from injuries she received at the fire.

At this stage the inquiry was adjourned till Saturday at 10 a.m.

CORRESPONDENCE.

A PERTINENT QUESTION.

To the Editor of the 'China Mail.'

26th July, 1888.

Sir,—Will you in your columns permit me to express an opinion that the names of Mr Apenes' brokers should be made public, as, from the reports as printed so far, no one can say who is clean and who is mud-bespattered.

Perhaps His Lordship the Judge may see to this before the case is finished.—Your's faithfully,

WILLIAM LEGGE.

THE ASSESSMENT FOR 1888-89.

The following report by the Assessor—the first of the kind that has yet appeared—was published in last Saturday's *Gazette*:—

Assessor's Office,
Hongkong, 4th June, 1888.

Sir,—I have now the honour to hand you the second Annual Report shewing the result of the work of the Assessment Department for the year ending 31st May, 1888.

1.—During this period I have made an entirely New Assessment of Victoria, The Hill District, Pok-fu Lam, So-kon Po, and Kowloon Point; the assessment for the remaining portion of the Colony has been adopted for the ensuing year by order of the Governor in Council in accordance with the provisions of the Rating Ordinance.

2.—The result of the New Assessment is that the Rateable Value of the entire Colony has been raised from $2,902,933 to $3,050,790 on the Old Assessment, shewing an increase of 5 per cent on the Rateable Value, viz: $147,857, and an increase in the Rates to be collected of $16,697 or about 4.6 per cent above this year's Rates.

3.—A perfectly reliable comparison cannot, however, be made between the Assessments of this year and that for the ensuing year as the latter has been made in accordance with the New Rating Ordinance, which has reduced the percentages in some cases, in the amount of rates to be paid, viz: at Quarry Bay and Pok-fu Lam, the rates were 8¼ per cent on the Rateable Value, and the Piers in Victoria are now only to be charged with 7 per cent instead of 13 per cent on their Rateable Value.

4.—I annex hereto a tabular statement which will more clearly shew the relative values of the respective Assessments.

5.—The Rateable Value of property generally in this Colony is still on the increase. District No. I at the West End of the City has considerably increased in value, not so much in the value of individual Tenements as in the number of New Tenements erected. The Rateable Value of this part of the Town has increased 17 per cent. The Hill District, (Victoria Peak) has also considerably increased in value since the last Assessment, and likewise Kowloon Point mostly on account of the extensive Godowns which are being erected on the Praya.

6.—The number of Rateable Tenements is 9,537, being an increase of 102, this is a small number, caused no doubt by the numerous Fires, 150 Tenements being thereby destroyed in twelve months, and most of these Tenements, although being rebuilt, are not yet Rateable.

7.—A very considerable portion of my time allotted for the General Assessment has been taken up investigating the Returns made by the Chinese of the Rents they receive, on which I base my Assessment, and I regret to say that I believe a very large number of the returns made to me are false; in eight cases I conclusively proved to the Magistrates before whom I summoned the offenders, that false returns were knowingly made to me, in some cases by Chinese occupying a good position in the mercantile world, and notwithstanding the widest publicity was given to the Magisterial proceedings, the offences were continued. In the above cases fines to the amount of $2,875 were recovered.

8.—In the course of the investigations I discovered a fraud which no doubt has been going on for some years whereby the owner of a property not only made a return to me of the rent he said he received, which, however, proved to be about half of what he actually did collect, but he collected taxes from his Tenants by producing to them an autority purporting to emanate from the Colonial Treasury demanding taxes based on a rental even greater than the amount received, thereby making a very large profit out of the rates, for which he was arrested, and the Magistrate admitting him to bail in the sum of $1,500 to come up on remand, the defendant did not appear and so the bail was forfeited, and I have reasons to believe that this is but one of many such cases, but the difficulty of obtaining evidence from the Chinese is so great that it is almost impossible to get a conviction.

9.—The house numbering of the tenements having now been added to my duties by the Rating Ordinance, I purpose renumbering the old Tenements and numbering the new ones in the respective Villages as soon as possible, and until that is done it is impossible to accurately assess them or describe them in the Rate Book.

10.—In conclusion I beg to state that I believe the recent prosecutions have had a wholesome effect on the Chinese in making them see that they can no longer, with impunity and without great risk of being very heavily fined, make false returns of their rents to the Assessment Department.

11.—The amount of fines, &c., viz., $4,375, will more than pay the entire cost of my Department this year, for which a sum of $3,598 was provided in the Estimates.—I have the honour to be, Sir, your most obedient servant,

A. Shelton Hooper,
Assessor.

To the Honourable A. Lister, Colonial Treasurer.

SERIOUS FRACAS WITH JAPANESE SAILORS IN SHANGHAI.

The *North-China Daily News* of 21st inst. says:—Many people who have seen them swaggering about the Settlement during the past few days, with their funny little imitation of the nautical devil-may-care gait of our Jack tars—but with the difference that each Japanese Jack carries his knife in his pocket,—have feared that some trouble would occur before the ships of the fleet left Woosung. Here it may be remarked that it was only yesterday morning that the Police authorities, with what now looks like a prophetic precaution applied to the Japanese Consul to prevent the men carrying their knives ashore; but that gentleman declined to move in the matter, giving as an excuse that it was outside his functions to attempt to interfere with the naval authorities. But this is a digression. Yesterday about 3.15 p.m., the Japanese sailors were to return to their ships, their leave having expired, when a Sikh policeman, No. 61, on duty in Astor House Road, witnessed two of the sailors committing a breach of Municipal Regulations and attempted to arrest them. He was marching off with his prisoners, when some of their comrades went to their rescue, so the two men taking heart started to run away, but the Sikh followed them and succeeded in recapturing one of them, whereupon the Sikh was set upon and badly beaten, but he stuck to one of the most prominent offenders. The sailor and his companions promptly resisted the arrest and the Sikh and a Chinese policeman who went to his assistance were surrounded by a crowd of these infuriated little warriors who drew their knives upon the dusky guardian of the peace. Though towering above them, he was knocked down by their getting round his legs, one of them striking him a desperate blow apparently with a stick on the head. He was defending himself manfully and sticking to his prisoner at the time, and then the gallant tars set to to kick and belabour him when he was down, some of them stamping on him. While on the ground, he was also stabbed badly in the left hand and the nail was torn off the thumb of his right hand. By this time the naval forces had been greatly augmented by the arrival of fresh batches of men from the back streets, they having been called by the other sailors blowing their whistles. Some of the bystanders had meanwhile run with the news of the disturbance to the Hongkew Police Station from which word was sent by telephone to the Central Station. All the available forces from both centres at once turned out, about twenty-five men including officers hastening to the scene from the Central under Capt. McEuen, with Chief Inspector Cameron and Inspectors Howard and Reed. Inspector Fowler with a number of constables including eight or ten Sikhs arrived on the scene first from Hongkew. Matters were now looking very serious indeed. There were nearly 150 Japanese sailors, and the scene of the battle had gradually shifted down Hongkew as the Sikh dragged his prisoner towards the Police Station. The sailors were armed with knives, bamboos and other improvised weapons procured by tearing down a fence opposite the Station. The police made several charges and succeeded in arresting the most prominent of the rioters. Strange to say there were now several naval officers in uniform looking calmly on while their men were engaged, and we have it on the best authority that at least one of these officers, apparently a lieutenant wearing a long gold-trimmed frock coat and sword, attempted to drag away one of his men from a European sergeant, and only desisted when threatened with arrest himself. The police succeeded in arresting eight of the ringleaders and got them into the Station which now presented somewhat the appearance of a besieged fort with the excited sailors howling and raging outside. Hundreds of Chinese stood pacific spectators of the wild scene. The gates of the Station were closed fast, and the police reinforcements arriving about this time from the English Settlement, the sailors quickly scattered. Some men were at work at a new building outside the Station and the Japanese attempted to take the saws and other tools from the Chinamen, but did not succeed. Inspector Cameron went to the Japanese Consul while the riot was going on and asked him to send an official or go himself to induce his nationals to go away quietly. But he again declined to interfere. An unfortunate constable who was accidentally closed out of the Station was set upon by Japanese who revenged themselves upon him for the arrest of their comrades. He now lies in the hospital suffering from numerous severe wounds including a nasty scalp cut, alongside his Indian fellow who has a gash three inches long on his head. Detective Jones as usual was on the spot, and while arresting one of the sailors was attacked by a Japanese civilian, an *employé* in the Japanese Consulate, who attempted to stab him with a [illegible]knife, and unfortunately he was not arrested in the confusion of the moment. The whole proceedings will form the subject of an investigation this morning at the Japanese Consulate to which the eight prisoners were transferred from the Police Station when matters quieted down.—A large number of knives, some of them bloodstained, were captured by the police and will be produced in the evidence to-day.

FOREIGN MERCHANTS AND THE TEA GUILD.

The following correspondence has been handed to our northern contemporaries for publication:—

Shanghai General Chamber of Commerce,
Shanghai, 12th July, 1888.

To P. J. Hughes, Esq.,
H. B. M.'s Consul-General, and
Doyen of the Consular Body,
Shanghai.

Sir,—A letter was received by this Chamber from the Shanghai Tea Guild on the 10th instant proposing certain regulations in connection with the purchase of Tea, more particularly with regard to Insurance thereon against Fire while in the Foreign godown during inspection and weighing, after purchase, asking the Chamber to sanction these regulations and to call a Special Meeting for the purpose.

It was known to the Chamber unofficially that the Guild had on the previous day circulated a set of Regulations similar in most respects among Tea Buyers individually, asking them to give an undertaking to be bound by them, but before a proper opportunity was given to Buyers of considering the question thus raised, the Guild adopted the high-handed and unwarranted action of suspending business in Tea until their terms were agreed to.

At a Special Meeting of the Chamber held yesterday, to consider the above question, it was decided, that although with some slight modifications there would probably be no objection raised by the Buyers to the proposed regulations, the abrupt action of the Guild in endeavouring to force them on the Buyers without affording an opportunity for consideration, and refusing to do business unless their demands were at once complied with, calls for a most emphatic protest from this Chamber, and it was resolved to bring the matter to the notice of the Consular Body.

The letter from the Guild to the Chamber was apparently an afterthought, as it is only dated 10th July, and after they had discovered that Tea Buyers resented the manner in which the Guild had elected to proceed to enforce their demand.

I enclose copies of the correspondence and shall be obliged if you will take such steps as you may consider appropriate to frustrate the high-handed action of the Guild who in the opinion of the Chamber have no right to interfere with the course of business to the inconvenience and possible loss not only of those interested in the staple but of other interests as well, notably shipping, which would be subjected to great inconvenience and loss by the arbitrary stoppage of this trade at unforeseen moments and for insufficient causes.

Trusting that you and your colleagues will assist the Chamber in overcoming this abuse of the powers of the Guild,

I have the honour to be,
Sir,
Your obedient servant,
(Sigd.) E. H. Lavers,
Chairman.

H.B.M's Consulate General,
Shanghai, 16th July, 1888.

Sir,—I have the honour to acknowledge the receipt of your letter of the 12th instant, drawing attention to the action of the Shanghai Tea Guild in suddenly stopping the trade in Tea with the object of compelling foreign merchants to accept a regulation proposed by the Guild.

Your letter was placed before a meeting of the Consular Body held to-day, when it was unanimously resolved to communicate your protest to the Taotai, pointing out at the same time how unwarrantable and illegal the action of the Guild has been, and urging him to take steps to prevent a repetition of such proceedings.

I have the honour to be,
Sir,
Your obedient servant,
(Sigd.) P. J. Hughes,
Senior Consul,
H.B.M. Consul General.

E. H. Lavers, Esq.,
Chairman, Shanghai General
Chamber of Commerce.

SIAMESE RAILWAYS.

The *Bangkok Times* says:—We have long thought it necessary to strongly protest against the systematic efforts which are at present being made through the Press—by interested parties all over the East—to make the general public believe that His Majesty the King of Siam has already given a concession to Sir Andrew Clarke for the construction of a railway over the mountains and through the swamps of this country—a railway which will divert all the trade of South Eastern China to Bangkok. Resolutions have been passed by the Chambers of Commerce in Singapore and elsewhere, declaring, with the most delightful unanimity and in the most undoubting faith, that such a railway would advance 'the interests of Siam' etc., and be a blessing to the country. By repeatedly advertising that the King has given the concession, it is hoped that the idea will so strongly take possession of the mercantile mind in England, that this Government will be forced later on, by the pressure brought to bear upon it, to really sign one, whereby Sir Andrew Clarke and others may construct railways to their own honor, glory—and emolument.

Now, as a matter of fact no reliance at all should be placed upon the sanguine expectations published from time to time in the press by eager promoters of railways in this country, as His Majesty's Government *has not* given any kind of concession to either Sir Andrew or his backers, nor is the King likely to do so. All that this former Straits Government official and engineer has procured from the Siamese authorities is a contract to *survey* a *proposed* line of railway up to Chiengmai, and beyond this no definite agreement has been come to. When the survey has been completed it is more than probable, in fact certain, that the Siamese Government will construct the proposed line with its own funds, but it must be remembered that the Siamese are of little real wealth (as Europeans understand the term), and though a man may be credited with enormous possessions, his actual *cash* is the reverse of awe-inspiring. This being the case the building of the line will, if undertaken by the Siamese themselves, occupy some considerable time, but it will, we think, be far better thus, than that the entire Siamese population should become so enthusiastic as to practically pawn itself to Sir Andrew Clarke.

The sum required for its construction will be enormous, even without going the whole platform proposed, and as the railway would pass through land now practically waste, it would have to wait many years for a paying trade to develope itself. An investor in such a line, without a state guarantee, would be practically purchasing a contingent deferred annuity; and the man who would adopt such a form of provision for his old age or survivors, with the contingencies infinite and indeterminate, the period depending on the contingencies, and the amount purely speculative, must needs be a very sanguine man.

Of course, railways will come someday and be built, but we strongly protest, firstly, against the inane idea that Sir Andrew Clarke is the only man who can carry out such works, and secondly—that he has received any concession whatsoever from His Majesty the King of Siam. If the British public be later on cruelly disappointed at the non-realisation of their expectations—which are wholly baseless—the more reason for us now to warn them against the danger of falling into such an egregious error as to suppose that with Sir Andrew Clarke's assistance they will, in a few more years, be enabled to reach the gate of Chinese trade through Siam and reap a rich harvest on their railway shares.

Quotations

Hongkong, *July* 26.

OPIUM—	New Patna, cash,..	495/97½
"	Old " cash,	—
"	New Benares, cash,	4[illegible]5/87½
"	Old " cash,	—
"	New Malwa, cash,..	560
"	Allowance, Taels...	40/84
"	Old Malwa, cash,...	570/80
"	Allowance, Taels ...	48/64
"	Persian, Oily, cash	500
"	Allowance, Taels...	10
"	Persian, Paper tied	500
"	Allowance, Taels...	32/48

Exchange.

Hongkong, July 26.

On London—	
Bank, Wire, ...	2/11¾
" On demand, ...	2/11⅞
" 30 days' sight, ...	3/0
" 4 months' sight, ...	3/0¼
Credits, 4 " "	3/0½
Documentary, 4 months' sight	3/0⅝
On Paris—	
On demand, ...	3.78
Credits, 4 months' sight, ...	3.86
On New York—	
On demand,	
Credits, 60 d.	
On Bombay—	
Wire,	
On demand,	
On Calcutta—	
Wire, ...	
On demand,	
On Shanghai—	
On demand, ...	72
30 days' sight, ...	72⅜
Gold Leaf, 100 fine	34.20
Sovereigns, ...	$6.69

Temperature.

(*Taken at Messrs Falconer & Co.'s Premises, Queen's Road.*)

Barometer—	9 a.m.... ...	29.79
Do.	1 p.m.... ...	29.73
Do.	4 p.m.... ...	29.70
Thermometer—	9 a.m.... ...	84
Do.	1 p.m.... ...	86
Do.	4 p.m.... ...	85
Do.	(Wet bulb) 9 a.m.	80
Do.	Do. 1 p.m.	82
Do.	Do. 4 p.m.	82
Do.	Maximum	86
Do.	Minimum over night	84

METEOROLOGICAL REGISTER.

at 4 p.m. to-day.

Barometer	29.64
Temperature	85
Humidity	70
Direction of Wind	E
Force	2
Weather	b

Hongkong Observatory, July 26, 1888.

CHINA COAST METEOROLOGICAL REGISTER.

July 25.—at 4 p.m.

Station.	Barometer red. to sea level and 32° Fah.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain during previous 24 hr.
Wl'stock.	—	—	—	—	—	—	—
Tok'o	29.88	—	—	s	6	—	—
Nagasaki..	29.80	87	67	sw	1	c	—
Shanghai..	29.69	87	65	E	3	b	—
Amoy	29.68	89	73	SE	3	b	—
Hongkong	29.66	84	77	W	1	c	—
Haiphong.	—	—	—	—	—	—	—
Bolinao....	29.72	78	95	wsw	3	or	—
Manila.....	29.7[illegible]	79	86	sw	5	op	4.87
July 26.—at 10 a.m.							
Wl'ostock.	—	—	—	—	—	—	—
Tokio	29.88	—	—	s	2	—	—
Nagasaki..	29.81	85	72	ESE	2	c	—
Shanghai..	29.71	82	83	ESE	2	b	—
Amoy	—	—	—	—	—	—	—
Hongkong	29.74	85	75	E	2	c	0.16
Haiphong.	29.76	89	86	NE	2	o	—
Bolinao....	29.73	78	91	SE	1	or	1.75
Manila.....	—	—	—	—	—	—	—

There is not much change in the barometer. The weather continues hot, but the dryness is decreasing and light E. breezes prevail.

W. Doberck,
Government Astronomer.

Hongkong Observatory, July 26.

1. Barometer, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.
2. Temperature, in the shade in degrees, Fahrenheit.
3. Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. Direction of Wind, to two points.
5. Force of Wind, according to Beaufort Scale.
6. State of Weather, b blue sky, c detached clouds, d drizzling rain, [illegible] gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew (wet).
7. Rain, in inches, tenths and hundredths.

Insurances.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882. 14

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF *His Majesty King George The First*, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872. 496

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co.,
Agents.

Hongkong, July 15, 1887. 1340

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, PLYMOUTH, AND LONDON;

ALSO,

MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship *KHEDIVE*, Capt. A. C. LOGGIN, with Her Majesty's Mails, will be despatched from this for LONDON direct, *viâ* SUEZ CANAL and usual Ports of Call, on SATURDAY, 28th July, at Noon.

Cargo will be received on board until 4 p.m.

Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, July 17, 1888. 1196

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *OCEANIC* will be despatched for San Francisco, via Yokohama, on SATURDAY, the 28th Instant, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco	$200.00
To San Francisco and return, available for 6 months ...	350.00
To Liverpool	325.00
To London	330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, July 11, 1888. 1161

NOW READY.

THE COMMERCIAL LAW AFFECTING CHINESE; with special reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.

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NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;

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THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON THURSDAY, the 2nd day of August, 1888, at 10 a.m., the Company's Steamship *PREUSSEN*, Capt. C. POHLE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* GENOA.

Shipping Orders will be granted till Noon, Cargo and Specie will be received on board until 4 p.m., and Parcels until 10 a.m. on the 1st August, 1888. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, July 6, 1888. 1123

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;

ALSO

LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON THURSDAY, the 2nd of August, 1888, at Noon, the Company's S.S. *ANADYR*, Commandant DELACROIX, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 1st August, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, July 20, 1888. 1216

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PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

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First-class Fares granted as follows:—

To San Francisco	$200.00
To San Francisco and return, available for 6 months ...	350.00
To Liverpool	325.00
To London	330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, July 19, 1888. 1209

PUBLICATIONS.

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BY E. H. PARKER.

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SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH

MORNING STAR

RUNS DAILY as a FERRY BOAT between Peddar's Wharf and Tsim-Tsa-Tsui at the following hours:—This Time Table will take effect from the 1ST JUNE, 1888.

LEAVES KOWLOON.	LEAVES HONGKONG.
6.00 A.M.	6.30 A.M.
6.45 "	7.00 "
7.30 "	7.45 "
8.00 "	8.15 "
8.45 "	9.00 "
9.15 "	9.30 "
9.45 "	*10.00 "
*10.15 "	*10.30 "
*10.45 "	12.00 "
12.15 P.M.	12.30 P.M.
12.45 "	1.00 "
1.30 "	1.45 "
2.00 "	2.15 "
2.30 "	3.00 "
3.30 "	4.00 "
4.15 "	4.30 "
4.50 "	5.10 "
5.25 "	5.40 "
6.00 "	6.15 "
6.45 "	7.00 "
7.15 "	

* There will be *no* Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

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Hongkong, August 20, 1884.

Mr. Andrew Wind,

NEWS AGENT, &c.

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Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's-Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Anchorage.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Albany	5 c	Porter	Brit. str.	1750	July 9	Adamson, Bell & Co.	San Francisco	To-day
Amoy	3 h	Kohler	Ger. str.	815	July 25	Siemssen & Co.	Shanghai	To-morrow
Benalder	3 c	Thomson	Brit. str.	1332	July 18	Gibb, Livingston & Co.	Yokohama	To-day
Bokhara	8 c	Bason	Brit. str.	1711	July 25	P. & O. S. N. Co.	Kobe & Yokohama	30th inst.
Chow-chow-foo	3 c	Wendt	Ger. str.	796	July 25	Chinese	Saigon	29th inst.
Clara	2 h	Christensen	Ger. str.	674	July 22	Siemssen & Co.		
Delcomyn	5 c	Ekins	Brit. str.	1183	July 21	Jardine, Matheson & Co.		
Devawongse	...	Loff	Brit. str.	1057	July 3	Yuen Fat Hong	Swatow & Bangkok	K'loon Dock
Drachenfels	3 c	Groot	Ger. str.	1552	July 22	Melchers & Co.		
Falkenburg	4 c	Dreyer	Ger. str.	988	July 26	Melchers & Co.		
Foksen	5 h	Lewis	Brit. str.	509	July 26	Douglas Steamship Co.		
Fushun	4 h	Croad	Chi. str.	1504	July 22	C. M. S. N. Co.		
Fuyew	5 c	Graham	Chi. str.	920	July 26	C. M. S. N. Co.		
Glenavon	5 c	Jacobs	Brit. str.	1935	July 22	Jardine, Matheson & Co.	Shanghai	To-day
Mario	5 c	Hohlmann	Ger. str.	704	July 24	A. R. Marty	Haiphong	To-morrow
Moray	5 c	Duncan	Brit. str.	1530	July 23	Adamson, Bell & Co.		
Oceanic	5 c	Metcalfe	Brit. str.	3808	July 16	O. & O. S. S. Co.	Y'hama & SanF'cisco	28th inst.
Pakshan	5 c	Young	Brit. str.	517	July 26	Hop Hing Hong		
Phra Chom Klao	3 c	Fowler	Brit. str.	1012	July 21	Yuen Fat Hong	Hoihow, &c.	To-morrow
Pilot Fish	5 h	Stopani	Brit. tug.	161	Sept. 27	H. K. & W. Dock Co.		
Regius	5 c	Kayll	Brit. str.	2119	July 24	Adamson, Bell & Co.		
Thales	5 h	Hunter	Brit. str.	819	July 24	Douglas Steamship Co.	Amoy and Tamsui	To-morrow
Thibet	2 h	Atkinson	Brit. str.	1674	July 23	P. & O. S. N. Co.	Singapore	31st inst.
Wayting	6 c	Cheong Shang	Chi. str.	227	July 13	Sanders & Co.	Tamsui	To-morrow
Zafiro	3 h	Talbot	Brit. str.	675	July 24	Russell & Co.	Amoy and Manila	To-day
Sailing Vessels								
Aron	3 k	Christensen	Norw. bqe.	634	July 11	Captain		
Bylgia	5 c	Weiss	Ger. bqe.	333	June 10	Chinese		
Comet	8 h	Knippner	Ger. sh.	1083	July 17	Naval Officer		
Cuthona	5 k	Gifford	Brit. sch.	201	June 19	Jardine, Matheson & Co.		
E. J. Spence	3 c	Gull	Brit. bqe.	519	June 28	Gonsalves & Co.		
Escort	...	Waterhouse	Amer. bqe.	636	July 15	Gonsalves & Co.	Honolulu	K'loon Dock
Granite State	9 c	Russ	Amer. sh.	1624	July 20	Pustau & Co.		
G. H. Wappaus	5 c	Engleson	Brit. bqe.	533	July 21	Butterfield & Swire		
Heinrich	3 c	Bannau	Ger. bqe.	923	May 20	Arnhold, Karberg & Co.		
Hydra	8 c	Christensen	Dan. bqe.	786	July 6	Arnhold, Karberg & Co.		
John Nicholson	4 c	Quine	Brit. bqe.	685	July 8	Melchers & Co.		
Norden	3 c	Jensen	Norw. sch.	236	June 29	Gilman & Co.		
Sachem	6 h	Bartlett	Amer. sh.	1311	June 30	P. & O. S. N. Co.		
Spinaway	...	Garrick	Brit. sch.	325	June 23	Siemssen & Co.	.....	K'loon Dock
Wandering Jew	5 c	Nichols	Amer. sh.	1050	July 11	Pustau & Co.		
Young Siam	2 c	Kock	Siam. bqe.	750	June 17	Chinese		

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1700	4	3180	Com. R. Blair Maconochie	Yokohama
Audacious*	twin-screw battle-ship	6010	10	4830	Capt. John B. Warren	Yokohama
Cockchafer	gunboat 2nd class	465	4	470	Lieut.-Com. Ed. E. Maxwell	Shanghai
Constance	cruiser 3rd class	2380	14	2590	Capt. L. C. Keppel	Yokohama
Cordelia	cruiser 3rd class	2380	10	2420	Captain Henry H. Boys	Yokohama
Esk	g-br. 3rd class coast defence	363	3	340		In reserve
Espoir	gunboat 2nd class	465	4	470	Lieut.-Com. Reginald Y. Smith	Hongkong
Firebrand	gunboat 2nd class	455	4	460	Lieut.-Com. Denison	Manila
Heroine	cruiser 3rd class	1420	8	1130	Captain Chas. J. Balfour	Yokohama
Impérieuse	twinscrew battle ship	8400	10	10600	Command William H. May	Nagasaki
Leander	cruiser 2nd class	4300	10	5500	Captain M. J. Dunlop	Yokohama
Linnet	gun-vessel 2nd class	756	5	1050	Commander W. Marrack	Yokohama
Merlin	gunboat 2nd class	430	4	430	Lieut.-Com. W. M. Maturin	Hongkong
Mutine	sloop	1130	10	1120	Commander J. H. Martin	Yokohama
Porpoise	cruiser	1730	—	—	Commander R. W. White, R.N.	Yokohama
Rambler	surveying vessel	830	3	690	Commander W. U. Moore	Shanghai
Rattler	gunboat 1st class	715	6	1200	Lieut.-Com. W. Maitl. Dougall	Yokohama
Sapphire	cruiser 3rd class	1970	12	2360	Captain W. C. Karslake	Yokohama
Satellite	cruiser 3rd class	1420	8	1400	Captain T. P. W. Nesham	On a cruise
Solent	torpedo mining launch	150	—	—		Hongkong
Swift	gun-vessel 2nd class	756	5	1010	Com. Richard Bingham	Yokohama
Torpedo Boat No. 35	———	95	—	—	Lieut.-Com. A. D. Davenhill	Hongkong
Torpedo Boat No. 36	———	95	—	—	Lieut.-Com. Webber	Hongkong
Victor Emanuel	receiving ship	5157	14	—	Commodore Maxwell, A.D.C.	Hongkong
Wanderer	sloop	925	4	750	Commander McArthur	Yokohama
Wivern	coast defence ship, armoured	2750	4	1450		Hongkong

* Flagship of Vice-Admiral Sir Nowell Salmon, K.C.B., V.C., Commander-in-Chief.

☞ H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Abtao	Chilian gunboat	1015	—	—	Captain Fernandez	Amoy
Alcout	Russian gunboat	800	—	—	Captain Parenego	Nagasaki
Aragon	Spanish cruiser	1903	—	—	Captain D. E. Zulnaga	Manila
Aspic	French gunboat	470	4	450	Commander Malapert	Shanghai
Aurora	Austro-Hungarian cruiser	1430	—	—	Captain Franz Muller	Whampoa
Bismarck	German cruiser	2600	—	—	Captain Schmidt	Singapore
Bobre	Russian cruiser	1100	—	—	Captain Menschicoff	Nagasaki
Brooklyn	U. S frigate	3900	14	1200	Flagship of Admiral Chandler	Yokohama
Comète	French gunboat	475	4	450	Lieut.-Commander Martel	Quinhon
Dmitry Donskoy	Russian frigate	6000	—	—	Captain N. Scrydloff	Nagasaki
Essex	U. S. corvette	1375	6	900	Commander Jewell	Kobe
Fasana	Austro-Hungarian frigate	—	—	—	Capt. E. Von Wohlgemuth	Yokohama
India	Portuguese gunboat	1200	—	—	Captain Gugano	Hongkong
Iltis	German gunboat	489	—	—	Captain Eickstedt	Chemulpo
Juniata	U. S. cruiser	1900	—	—	Lieut.-Com. W. T. Burwell	Foochow
Lutin	French gunboat	485	4	425	Captain Nény	Touron
Manila	Spanish gunboat	—	—	—	Capt. J. M. Padriann	Manila
Marion	U. S. corvette	1900	7	1170	Commander Merrill Miller	Chelmulpo
Monocacy	U. S. sloop	1370	6	1470	Commander H. Glass	Yokohama
Mordj	Russian gunboat	455	7	60	Commander Moltsoff	Corea
Nayezdink	Russian cruiser	1330	9	250	Captain Zarine	Nagasaki
Omaha	U. S. corvette	2400	12	1150	Capt. Courtis	Corea
Palos	U. S. gunboat	420	6	500	Lieut.-Com. Thomas Nelson	Yokohama
Parseval	French gunboat	—	—	—	Captain M. Foret	Yokohama
Pluvier	French gunboat	540	—	420	Lieut.-Commander Fourest	On a cruise
Primauguet	French cruiser	2200	15	2270	Captain Veron	Japan
Rio Lima	Portuguese gunboat	540	—	—	Captain Raphael d'Andrade	Macao
Sivotch	Russian cruiser	900	1	1000	Commander Suoürieff	Corea
Sobol	Russian gunboat	455	7	60	Commander Boyle	Japan
Sophie	German cruiser	2100	—	—	Captain Kohlhauer	Singapore
Tejo	Portuguese gunboat	—	3	100	Lieut.-Com. C. R. Caminha	Timor
Turenne	French frigate	5880	12	4250		Japan
Vestnik	Russian corvette	1330	—	—	Captain Lang	Nagasaki
Vipere	French gunboat	480	4	425		Yokohama
Vitiaz	Russian corvette	2950	12	—		Amoy
Vostock	Russian gunboat	—	4	—	Commander Molchonsky	Vladivostock
Wolf	German gunboat	384	6	340	Captain Reittner	Amoy

SHIPPING IN CHINA, JAPAN, PHILIPPINES, AND SIAM WATERS.

WHAMPOA.

Vessel's Name.	Flag & Rig.	Destination.
Chintung	Chi. str.	Shanghai
Fei-ma	Brit. str.	
Fooksang	Brit. str.	Shanghai
Kwang Lee	Brit. str.	Shanghai

AMOY.

In port on July 20, 1888.

MERCHANT STEAMERS.

Fidelio	German
Monmouthshire	British

MERCHANT SAILING VESSELS.

Anglo India	Brit. bqe.
Archos	Brit. bqe.
Earn	Brit. bqe.

FOOCHOW.

In port on July 14, 1888.

MERCHANT STEAMERS.

Angers	British
Feecheu	Chinese
Taku	British
Chingwo	British

MERCHANT SAILING VESSELS.

Director Barrow	Ger.	sch.
Galveston	Brit.	bqe.
Charley	Brit.	bqe.

SHANGHAI.

In port on July 18, 1888.

MERCHANT STEAMERS.

Anadyr	French	
Anchises	British	
Benlawers	British	
El Dorado	British	
Feecheu	Chinese	
Khedive	British	
Kiang-kwan	Chinese	Hankow, &c.
Kiang-piau	Chinese	
Kuling	British	
Kung-wo	British	
Kwangchi	Chinese	
Nanzing	British	
Preussen	German	
Store Nordiske	Danish	
Tokio Maru	Japanese	Kobe
Whampoa	British	
Yuen Wo	British	

MERCHANT SAILING VESSELS.

Kelverdale	Brit.	bqe.
Primus	Rus.	sch.
Satsuma	Brit.	bqe.

NAGASAKI.

In port on July 11, 1888.

Dorothy	Brit.	bqe.
Kozaki Maru	Japan.	bqe.

HIOGO.

In port on June 30, 1888.

Erato	Brit.	sh.
Henry Villard	Amer.	sh.
L. D. Reed	Amer.	sh.
Thomas Perry	Brit.	bqe.
T. E. Starbuck	Amer.	sh.

YOKOHAMA.

In port on July 7, 1888.

Africa	Brit.	bqe.
Nemo	Brit.	bqe.
Republic	Amer.	sh.

MANILA.

A. Stafford	Brit.	bqe. discharging.
B. P. Cheney	Amer.	sh. Boston
Childwall	Brit.	bqe.
Em. F. Whitney	Brit.	sh. New York

ILOILO.

Lenator	Brit.	sh. United States
Martha Davis	Amer.	bqe. New York
Mindoro	Am.	sh. United States
Richard Parsons	Amer.	bqe. United States
Yorktown	Amer.	sh. New York

BANGKOK.

In port on June 27, 1888.

MERCHANT STEAMERS.

Chamroen	British
Bangkok	British

MERCHANT SAILING VESSELS.

Aurora	Brit.	bqe.
Bua Ban	Siam.	bqe.
Doretta	Siam.	sch.
Eagle	Brit.	bg
Eidsvold	Norw.	bqe.
Fortune	Siam.	bqe.
Goliah	Siam.	sch.
Hei-cheong	Brit.	bqe.
KianHongSeng	Siam.	bqe.
Linda	Norw.	bqe.
Madre Rosa	Ital.	bqe.
Mary Stewart	Brit.	bqe.
Ta Hongkong	Siam.	bqe.

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